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Chapter One

INTRODUCTION

This Community Plan is the result of a focused and collaborative effort by the residents and property owners of Le Grand and Merced County, to produce a comprehensive update of the 1983 Le Grand Community Specific Plan.

The intent of this Community Plan Update (Community Plan) is to guide future growth and development over the next twenty years. As part of this update, a number of zoning and land use design changes are proposed to guide the location of industry, businesses, homes, roads, and public facilities.

The Community Plan is based on a thorough analysis of Le Grand’s existing physical and environmental conditions by County staff, as well as extensive input from the Le Grand Municipal Advisory Council (MAC), business owners, property owners, and residents. The Le Grand Community Plan consists of a vision statement, guiding principles, goals, policies, and design guidelines that are intended to shape the community’s future growth. The Community Plan also identifies necessary infrastructure improvements and includes implementation actions to support goals and policies.

Most importantly, the Community Plan maintains conformance with the overall Merced County General Plan growth and development policies, and ensures managed growth to preserve Le Grand’s character and identity as a small agricultural town.
Chapter One

INTRODUCTION

This Community Plan includes updates to the Le Grand 1983 Community Plan. The following list summarizes the significant changes to reduce the scale of the plan in response to historic and projected growth and community concern.

2. Inclusion of an updated Zoning Map (Figure 4.2).
3. Updates to the Land Use Map (Figure 4.1). Updates include:
   d. RR to UR - A change to a designation in the Land Use Map (Figure 4.1) from Residential-Reserve (RR) to Urban Reserve (UR). This area is located east of existing residential development along Cook Street and west of Fresno Road. Because development is not anticipated in this area, no future units or square footage are assigned. Future development of UR designated areas would require preparation of a community plan amendment, rezoning, and associated environmental analysis, as determined by the Community and Economic Development Director.
   e. LDR to AG - A change to the Community Plan Boundary and designation in the Land Use Map (Figure 4.1) from Low Density Residential (LDR) to Agriculture (AG). This area is located south of Le Grand Road and west of Le Grand High School. This area has been removed from the Community Plan Boundary.
   f. IND to AG - A change to the Community Plan Boundary and designation in the Land Use Map (Figure 4.1) from Industrial (IND) to Agriculture (AG). This area is located east of Santa Fe Avenue and south of Le Grand Road and has been removed from the Community Plan Boundary.
   g. A-R to AG - A change to the Community Plan Boundary and designation in the Land Use Map (Figure 4.1) from Agricultural-Residential (A-R) to Agriculture (AG). This area is located east of Fresno Road at the terminus of Jefferson Street. These parcels have been removed from the Community Plan Boundary.
   h. A-R to VLDR – A change to a designation in the Land Use Map (Figure 4.1) from Agricultural-Residential (A-R) to Very Low Density Residential (VLDR). This area is located along Jefferson Street east of Santa Fe Avenue and along the west side of Fresno Street between Jefferson Street and Le Grand Road.
   i. LDR to VLDR - A change to a designation in the Land Use Map (Figure 4.1) from Low Density Residential (LDR) to Very Low Density Residential (VLDR). These two parcels are located along Jefferson Street, east of Santa Fe Avenue.
   j. IND to GC - A change to a designation in the Land Use Map (Figure 4.1) from Industrial (IND) to General Commercial (GC). This area is located west of the BNSF railroad property between Jefferson Street and Cunningham Road.
   k. MDR to LDR - A change to a designation in the Land Use Map (Figure 4.1) from Medium Density Residential (MDR) to Low Density Residential (LDR). This area is located along Washington Street between Jackson Street and Adams Street.
   l. LDR, CT, and GC to MU/MUV - A change to a designation in the Land Use Map (Figure 4.1) from Low Density Residential (LDR), Commercial Transition (CT), and General Commercial (GC) to Mixed-Use (MU) and Mixed Use Vertical (MUV). This area is located by Adams Street, Santa Fe Avenue, Madison Street, and McDowell Street. Parcels located on the west side of McDowell Street between Jefferson Street and Adams Street are also included.
   m. INST to REC - A change to a designation in the Land Use Map (Figure 4.1) from Institutional (INST) to Recreation (REC). This area is represented by the Le Grand Sports Park.
   n. LDR to HDR - A change to a designation in the Land Use Map (Figure 4.1) from Low Density Residential (LDR) to High Density Residential (HDR). This area is located along Le Grand Road north of Le Grand High School and west of the Le Grand Sports Park.
o. IND to GC - A change to a designation in the Land Use Map (Figure 4.1) from Industrial (IND) to General Commercial (GC). This area is located at the southeast corner of Madison Street and Washington Street.

p. MDR to LDR - A change to a designation in the Land Use Map (Figure 4.1) from Medium Density Residential (MDR) to Low Density Residential (LDR). With one exception noted in "q" below, MDR properties located south of Le Grand Road have been designated LDR.

q. LDR to MDR - A change to a designation in the Land Use Map (Figure 4.1) from Low Density Residential (LDR) to Medium Density Residential (MDR). This area is located south of existing Le Grand Apartments along Brice Street and west of Cook Street.

r. LDR to INST - A change to a designation in the Land Use Map (Figure 4.1) from Low Density Residential (LDR) to Institutional (INST). This area is located south of the existing Le Grand Elementary School and east of the existing residential units along McKee Street.

s. LDR & RR to VLDR - A change to a designation in the Land Use Map (Figure 4.1) from Low Density Residential (LDR) and Residential-Reserve (RR) to Very Low Density Residential (VLDR). This area is located along both sides of Cook Street south of the irrigation lateral.

t. LDR to GC - A change to a designation in the Land Use Map (Figure 4.1) from Low Density Residential (LDR) to General Commercial (GC). This area is located west of Santa Fe Avenue, north of Jackson Street, and east of Washington Street.

4. Circulation Updates
   a. Refined county street standards to include bicycle and pedestrian facilities where right-of-way permits.
   b. Provision of priority sidewalk map.
   c. Provision of existing/proposed bicycle facilities map.
   d. Provision of traffic calming map and solutions.

5. Population data has been updated to reflect current GIS parcel data.

6. Infrastructure Updates:
   a. Water
   b. Wastewater


1.1 COMMUNITY PLAN AREA

Located in the southeastern corner of Merced County, six miles north of the Chowchilla River and adjacent to the Burlington Northern Santa Fe Railroad line, Le Grand is a small, unincorporated agricultural community with a population of 1,659 people (US Census 2010). The Le Grand area was first settled by people of European origin in the late 1850’s.

The Community is located approximately twelve miles southeast of the City of Merced (the Merced County seat) and eight miles northeast of the City of Chowchilla (Madera County). Le Grand lies approximately six miles east of State Highway 99 – the main transportation corridor in the region. Encompassing approximately 600 acres, or a little less than one square mile, the Le Grand Community Plan area boundary acknowledges the existing and historic extent of the community while including areas for future growth.

Le Grand is a strong, agriculturally-based town, with commercial agricultural activity found immediately outside of the urban growth boundary. Almond orchards dominate the agricultural landscape to the north, east and south, with many fields dedicated to row crop production. To the east, irrigated farmland gives way to unimproved grazing land as the land becomes hillier, and further east the land transitions to the Sierra Nevada Foothills.
1.2 PURPOSE

The purpose of the Le Grand Community Plan is to implement the Merced County General Plan at a community-specific level. The Le Grand Community Plan is adopted as a component or chapter of the Merced County General Plan, and supplements County-wide goals, objectives, policies, and implementation programs to address the specific needs of Le Grand based on its physical, demographic, and economic characteristics.

This Community Plan provides a basis for directing local land use and public investment decisions. Implementation programs rely on tools such as the Merced County Zoning Code (Title 18) and Subdivision Code (Title 17), capital improvement plans, special purpose ordinances, and other programs such as grant-funded discretionary activities. All development requiring discretionary (non-ministerial) County approvals, such as subdivision maps, Planned Developments, and/or Administrative and Conditional Use Permits, shall be consistent with this Community Plan.
1.3 AUTHORITY

The content, adoption, and subsequent amendment of a community plan is governed by California Government and Public Resources Codes. A community plan is adopted as a General Plan Amendment, and as such, may only be amended four times per calendar year (Section (§) 65358 of the California Government Code). Section 21083.3 of the California Public Resources Code requires a community plan to include or provide reference to each of the seven mandatory elements of a General Plan specified in Section §65302 of the California Government Code. While a community plan need not address all the issues specified in §65302, specific development policies relevant to the plan area must be included, along with programs to implement those policies.

In keeping with the requirements of the California Public Resources Code, the Le Grand Community Plan includes the following Chapters: Land Use, Circulation, Open Space and Conservation, Noise, and Infrastructure, Public Facilities and Services. In addition, the Plan includes a Community Design Chapter, Public Services Chapter, and Implementation Chapter. The Merced County General Plan Housing and Agricultural Elements are not included in the Le Grand Community Plan, but are incorporated by reference.

Community plans should be updated periodically to conform to changes in California law and other legal requirements, as well as reflect changes in local population, land development patterns, and public sentiment. In addition, the conditions and assumptions that form the basis of a community plan may change due to a range of factors, including fluctuations in population, the economy, and development in the surrounding region.

This Le Grand Community Plan update is a community-based response to the challenges of providing decent jobs, affordable homes, recreational and cultural opportunities, and public safety for current and future residents of the town through the year 2035.

1.4 ENVIRONMENTAL MITIGATION

In order to inform community members and decision makers about the environmental effects associated with implementing this Community Plan, an Environmental Impact Report (EIR) was prepared and circulated for review and comment. EIR SCH # XXXX.

Potential environmental effects of this Community Plan were identified early in the update process and addressed through mitigations and modifications to the Plan. Therefore, a number of policies and programs in this Community Plan serve the dual purpose of implementing the Plan, while minimizing potential environmental effects.
1.5 COMMUNITY ORGANIZATIONS

The town of Le Grand is represented by a number of local agencies and Special Purpose Districts. The Le Grand Municipal Advisory Council (MAC) advises the Merced County Board of Supervisors on land use planning, public works, public health, and public safety matters affecting the community. The MAC is composed of nine (9) members appointed by the Merced County Board of Supervisors, by recommendation of the County Supervisor for District 1.

The Le Grand Community Services District (Le Grand CSD) is governed by a five member, locally elected Board of Directors, and provides municipal water and sewer services to the community. The Le Grand CSD operates a wastewater treatment plant located on McKee Street, approximately one-mile south of the Le Grand community boundary. Potable water is provided to the community by a system of groundwater wells.

The Le Grand Elementary School District provides K through 8 education for 400 students (in 2012, the average daily attendance) who live within its service area boundary and operates Le Grand Elementary School located on East Le Grand Road.

The Le Grand Union High School District operates Le Grand High School located on East Le Grand Road and also Granada High School (Continuation School) located in Planada. Le Grand High School had an average daily attendance of 506 students in 2012 and draws its students from the Planada, Le Grand, and Plainsburg Elementary School Districts.

Le Grand is also characterized by the presence of a number of active civic volunteer organizations that include the Lions Club, Le Grand Garden Club, 4H, American Legion, Veterans of Foreign Wars, 50 Plus Club, Future Farmers of America, and the Community Day Organizing Committee.

1.6 PUBLIC PARTICIPATION

The Le Grand Community Plan is the result of an active, consensus-building process involving the citizens of Le Grand, Merced County staff, local agencies, and consultants.

Community participation was a central component of the Le Grand Community Planning process. Working collaboratively with representatives of California Rural Legal Assistance (a nonprofit foundation), County staff developed a bilingual outreach program and website that provided community residents the opportunity to comment on and monitor the Community Plan update. The outreach program included a bilingual, community-wide questionnaire. A series of community workshops identified potential issues and opportunities, growth characteristics, and a vision of the community’s future that the Community Plan should work towards.
1.6.1 COMMUNITY SURVEY

In order for a Community Plan to be a representative document that reflects community values, it must be the product of input received from members of the community. The Merced County Community and Economic Development Department prepared a bilingual community survey as the first step in generating resident involvement and interest in the planning process.

The community survey contained 11 questions, and was mailed to all customers of the Le Grand Community Services District (water and/or sewer) in May of 2011 in advance of the first Community Plan workshop. Thirty-four completed survey forms were returned to the Community and Economic Development Department (including forms completed after the first Community Plan workshop) for a response rate of 7.5% of all Le Grand CSD utility customers, or approximately 2.0% of the total estimated community population.

1.6.2 COMMUNITY WORKSHOPS

A total of five (5) community workshops were held to generate interest in the Community Plan update and to solicit input from residents. Workshops featured collaborative community outreach efforts with California Rural Legal Assistance staff to reach all Le Grand residents, while simultaneously providing Spanish language translation services through Healthy House of Merced.

1. The first workshop focused on introducing residents to the planning process, identifying key facts about Le Grand, and generating community input on issues and opportunities confronting the town. The workshop featured a mix of staff presentations, maps, and displays intended to engage community interest and comment.

2. The second workshop featured an ‘open house’ format, with the community providing input on the amount, kind, and direction of any growth that should occur in the town.

3. The third workshop built upon the community input received from the first two workshops to introduce draft land use, circulation, and public amenity designs to residents. The workshop was conducted in a format that encouraged attendees to comment on specific features of alternative design proposals.

4. The fourth workshop was provided to refresh the community on the proposed land use plan and obtain additional feedback. Community members were also asked to prioritize the locations where sidewalk improvements were needed most.
5. The fifth workshop, held in cooperation with the (MAC), included a local hearing where residents and property owners were invited to submit formal comments on the Draft Plan for consideration by the County. The MAC reviewed all submitted comments and used them to formulate specific recommendations to the County on adoption of the draft Community Plan.

1.6.3 COMMUNITY PRIORITIES AND CONSTRAINTS

Le Grand Community Plan is based upon priorities for the town’s future identified by its residents through the Community Plan workshops, as well as the 2005 Circulation Needs Assessment Study. The Study developed an assessment of Le Grand’s transportation needs. These workshops provided substantial input from residents to establish overall community priorities (statements about what is important), as well as constraints (statements on what could be improved, or what was limiting the community’s progress).

PRIORITIES

- Create employment opportunities for all Le Grand residents;
- Protect agricultural land;
- Retain the unique “small town” community character;
- Revitalize the Jefferson Street downtown core; and
- Improve community facilities – sidewalks, roads, and recreation.

CONSTRAINTS

- Lack of water supply infrastructure – urban and agricultural;
- Large number of abandoned and deteriorated buildings;
- Need to improve emergency services (sheriff, fire, and medical);
- Limited shopping, service, and entertainment choices; and
- Distance from large cities limits Le Grand’s role in the regional economy.
Chapter Two

COMMUNITY HISTORY AND PLANNING CONTEXT

2.1 COMMUNITY HISTORY AND VISION

European settlers first moved to the Le Grand area in the late 1850’s and started dry farming the land for cereal crops – most notably barley. The first community established in what became Le Grand was named “Idlewild”, and was located on property owned by Mrs. Luella Dickinson. The new community was subsequently renamed “Le Grand” in honor of Mrs. Dickinson’s husband - William Le Grand Dickinson.

Le Grand began to grow in the late 1890’s following the completion of the San Joaquin Valley Railroad in 1896. Stores and businesses previously located in Plainsburg relocated eastwards to Le Grand to take advantage of potential customers generated by railroad traffic. In September 1895, the first official subdivision map was recorded for the “Town of Le Grand” within Merced County, creating 97 lots. During this time, a local tradition of naming town streets after Presidents of the United States was established, resulting in Madison, McDowell, and Jefferson streets. Further subdivision activity continued into the early twentieth century, with more building lots created to the north and south of the original Town of Le Grand subdivision. Subdivision of farmland immediately surrounding the town created 5, 10, and 20 acre parcels.

Le Grand notably grew and diversified between 1895 to 1910. The original Le Grand Grammar School was opened, and according to the article “Early Days in Le Grand”, printed in the book “Le Grand History: Memories of the Le Grand History Club” (2007), the town contained a range of business establishments that included: a two-story hotel with dining, saloon and gambling tables, two saloons, two or three blacksmith shops, two or three Chinese laundries, one doctor and a drug store, one combination post office and telephone office, a grocery store and men’s and women’s dress and repair shop, one butcher shop, a slaughter house, a milkshake shop (combined with a bowling alley), two barber shops and pool halls, a saddlemaker, a shoemaker, livery stables and corrals, and the stage line to Mariposa. This diversity of land uses reflected Le Grand’s role as a railroad town, as well as its relative isolation from larger towns.

With the advent of the gasoline engine, farming in Le Grand underwent a significant transition. The appearance of tractors and other engine-powered equipment replaced cereal production with fruits, nuts, cotton, tomatoes, and other “cash crops”. Farmers were able to move their produce relatively quickly and inexpensively by motor vehicle, rather than relying on horse-drawn carts and the railroad.
Chapter Two
COMMUNITY HISTORY & PLANNING CONTEXT

Due to these large, external advances in technology, the pace of development slowed considerably within Le Grand. Over the next 30 years, the community core gradually built out past the boundaries of Jackson Street to the north, Marshall Street to the south, McDowell Street to the west, and Santa Fe Avenue to the east. Jefferson Street, between McDowell Street and Santa Fe Avenue, retained its role as the town’s commercial center.

Notably, three residential subdivision projects were added to the town between approximately 1970 and 1986. A 19-lot residential subdivision was developed around Kennedy Street, a 55-lot residential subdivision was developed west of Fresno Road and south of Marshall Street, and a 70-lot, medium-density residential development along Washington Street extended the town to the north and west.

2.2 COMMUNITY CHALLENGES

The first Le Grand Community Plan workshop and community questionnaire, both offered in May 2011, focused on identifying issues and opportunities confronting the community. Responses from the community survey identified the four issues that residents disliked most about living in Le Grand:

1. Lack of sidewalks and trails;
2. Lack of shopping opportunities;
3. Number of deteriorated or vacant buildings; and,
4. No (or few) entertainment choices.

The results of the Community Plan workshop supported the survey, identifying poor road conditions and a lack of community facilities (sidewalks, storm water drainage, and water supply – both agricultural and residential) as issues in need of attention.

The community survey and first workshop also identified a need for local jobs, improved recreation facilities, and shopping opportunities. In addition, community residents contributed multiple ideas to address these problems and promote balanced growth in the community. Residents strongly supported the provision of different types of employment and community supporting land uses, with revitalization of Jefferson Street, the “downtown” core, emerging as the main priority. Another issue of notable importance was the need to provide opportunities for light manufacturing, agricultural tourism, a new supermarket, and a drug store.

Other community priorities included promoting public safety (Sheriff and Fire services), protecting agricultural land, and preserving the character and identity of Le Grand as a small agricultural town.
2.3 PHYSICAL FEATURES

Le Grand is relatively flat, with no notable slopes or hills located within the Community Plan area; the terrain becomes more “hilly” towards Mariposa County and the Sierra Nevada foothills in the northeast. As a result of this topography, Le Grand CSD needs only a single sewer lift station – located on McKee Street – to transport waste from town to the treatment facility located further south on McKee Street.

The majority of development within the existing urban boundary is located west of the Burlington-Northern Santa Fe Railroad right-of-way. For this reason, the community of Le Grand is not divided into two sections, an issue that is often encountered in railroad towns. Similarly, Le Grand does not experience notable problems with open irrigation laterals affecting the movement of vehicles or pedestrians. The majority of laterals within the urban boundary have either been relocated underground in pipelines or vacated. The only above ground lateral remaining within the urban boundary is located at the western edge of town, running northeast from Le Grand Road behind the Veterans of Foreign Wars building.

Little to no undisturbed land remains within the Le Grand urban boundary. All land within the Le Grand area was developed for agriculture or other land uses. Some areas continue to provide habitat value for local wildlife, but this is primarily due to their separation from existing development.

2.4 AGRICULTURE

Le Grand is a town whose connections with commercial agriculture date back to its original founders. The community has a desire to maintain this strong agricultural identity in the future, taking advantage of favorable conditions experienced by farms in the Le Grand area, including a friendly climate, long growing seasons, relatively flat ground, available irrigation water, available farm labor, and prime farmland soils.

The community is entirely surrounded by commercial agricultural land. Almond orchards and row crops (tomatoes, peppers, and corn) are the most frequently occurring agricultural crops. There are no large commercial dairies in the area, and cattle--raising operations are limited to dry grazing on rangeland beginning north of Jordan Road and east of Cunningham Road. Similarly, there are no chicken ranches, or equivalent intensive animal raising agricultural facilities located within the general vicinity of the community. The Live Oak Farms agricultural storage and packing business, located within Le Grand, is the largest single source of private employment within the community. A number of commercial trucking operations are also located within, or immediately outside, the town. Three large, locally owned almond processing plants are located on Minturn Road, approximately five miles south of Le Grand, north of the Chowchilla River corridor.
Due to the concentration of residential development in Le Grand in relatively well-defined and contiguous areas, Le Grand has fewer conflicts between urban and rural (agricultural) land uses than other local communities. Community input received from the survey and first workshop highlighted the community’s desire to maintain separation between urban and rural agricultural uses. However, the residents of Le Grand are still determined to support commercial agriculture, as both a reflection of community history and a critical part of the local economy moving forward.

2.5 LAND USE

The most frequently occurring land uses in Le Grand are low density residential and institutional. Few commercial businesses remain in the community. Golden Valley Health Care Center, a general store, post office, and convenience store/gas station remain open in the Jefferson Street commercial area. Additionally, a commercial center containing a pizza restaurant, laundromat, and hair salon, is located at the corner of Le Grand Road and Washington Street. Businesses on Santa Fe Avenue include a bar (south of the Fire Station) and an auto repair shop (north of Live Oak Farms); other businesses are scattered throughout the community. Industrially designated land is located on both sides of Santa Fe Avenue and includes notable properties such as Ramirez Trucking and Live Oak Farms.

A key feature of the community that contributes substantially to its integrated character is the location of community parks near the center of town at the intersection of Jefferson Street and Le Grand Road. Parks are within reasonable walking distance of residential areas and are close to Le Grand Elementary School and Le Grand High School. The location of the former Courts Building, currently used as the Le Grand Community Services District business office on the north side of the Le Grand Road and Jefferson Street intersection, also makes this area a focus for public activity.

While the majority of residential and business properties in Le Grand are well maintained, certain properties have been abandoned or are subject to deferred maintenance. Input received from residents through the community outreach process supported County efforts to address the issue of blight by pursuing a range of implementation programs.
2.6 CIRCULATION

In 2005, Merced County secured funding through an Environmental Justice Planning Grant to prepare a Circulation Needs Assessment Study for Le Grand. The purpose of the study was to develop a current assessment of the transportation needs for Le Grand and provide a foundation for updating the Community Plan. The first Community Workshop for this study was held in December 2005 and encouraged participants to focus on specific circulation and transportation priorities for the community. Based on votes cast, the following priorities emerged as important to the community (priorities are listed in rank order, from most to least important. Only priorities that received votes are included).

<table>
<thead>
<tr>
<th>PRIORITIES</th>
<th>VOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gravel truck bypass: reconstruct and widen Buchanan Hollow Road from White Rock Road to Minturn Road.</td>
<td>16</td>
</tr>
<tr>
<td>Provide western bypass of downtown Le Grand from Santa Fe Avenue to Le Grand Road.</td>
<td>12</td>
</tr>
<tr>
<td>Address specific street and intersection problems, especially Le Grand Road and Santa Fe Avenue, for excessive speeds during foggy weather.</td>
<td>6</td>
</tr>
<tr>
<td>Upgrade existing core streets with curb, gutter, sidewalks, and storm drainage.</td>
<td>3</td>
</tr>
<tr>
<td>Increase alternatives to the private automobile for travel in and out of the community.</td>
<td>3</td>
</tr>
<tr>
<td>Provide bicycle lanes on major streets, consistent with the County Bicycle Plan, (Le Grand Road, Santa Fe Avenue, Cook Street, McDowell Street, and Madison Street).</td>
<td>1</td>
</tr>
<tr>
<td>Install speed humps on residential streets where needed. Adopt other “traffic calming” standards for new development.</td>
<td>1</td>
</tr>
<tr>
<td>Continue naming streets after former U.S. Presidents.</td>
<td>1</td>
</tr>
</tbody>
</table>

These initial community circulation priorities were added to the Community Plan Update workshops held in May and November 2011, which identified the following issues:

- Improve road and trail connections between existing neighborhoods;
- Improve stormwater drainage and road maintenance; and
- Improve sidewalks and street lighting.

A consistent theme identified at community planning workshops was that any changes to the circulation system in Le Grand should ensure retention of the community's existing character.
2.7 COMMUNITY GROWTH ASSUMPTIONS

The population of Le Grand declined between 2000 and 2010, after a 30-year trend of strong population growth. The 2010 US Census reports a population of 1,659 persons; down from 1,760 at the 2000 census. The decrease in overall population reflects adjustments primarily based on the impact of the economic recession on California in 2007.

The Community Plan assumes that population growth will reflect a modest increase and that new economic activities will come largely through the efforts of existing residents and landowners. It is important to state that a modest growth scenario was presented in the first two Community Plan workshops and was accepted by residents as a sound baseline for planning the future of Le Grand.

Based on these assumptions, the Community Plan estimates future population growth based on an average annual population growth rate of 1.38% per year. This percentage is derived from 2010 U.S. Census data for Merced County (see Table 1-2 and Table 1-3). Given the 20-year timeline of this Community Plan, it is expected that Le Grand’s population will increase to 2,337 persons by the year 2035. However, it should be noted that the land use map can accommodate a population of 3,697 persons. While the community isn’t expected to grow to this size based on historical growth patterns, the Community Plan EIR studied this larger size to determine associated growth impacts and mitigation measures needed to accommodate such a population.
3.1 COMMUNITY VISION

Serving as a guide for directing and coordinating planning decisions and physical change within Le Grand, the Community Plan defines the desired character and quality of development. The goals, policies, and implementation actions in this Community Plan define the manner in which Le Grand's priorities and vision are to be achieved. The following vision statement was prepared as a result of the community outreach process.

**Le Grand Community Vision Statement 2035**

*Le Grand has successfully retained its historic character of a small farming community while providing significantly improved employment, housing, retail, and recreational opportunities for its residents. New housing has developed close to existing schools and new local roads, sidewalks, and trails have improved neighborhood linkages. A healthy mix of retail, offices, and housing has developed in the downtown area and local employment has increased through development of vacant industrial and commercial land.*
3.2 LE GRAND COMMUNITY GUIDING PRINCIPLES

Building from the Community Vision Statement, the Le Grand Community Plan provides the framework for this vision to be physically realized in the community. The following Guiding Principles take the end state identified in the Vision Statement and apply it to specific functional areas. These Guiding Principles then form the basis for each chapter of the Plan — where additional goals and policies provided in each chapter seek to implement a particular aspect of the Community Vision.

A. LAND USE PRINCIPLE

Preserve and enhance the character of Le Grand as a small, neighborhood based, agricultural community, with a strong community core, while encouraging local growth of employment opportunities, retail, service businesses, and a range of housing types.

B. CIRCULATION PRINCIPLE

Improve upon the existing community roadways to facilitate a wide array of mobility options for pedestrians, bicyclists, automobiles, and transit that provide for the safe movement of vehicles, people, and agricultural products.

C. RECREATION PRINCIPLE

Integrate a tiered network of community, neighborhood, and pocket parks, connected via a bike and pedestrian system, to promote an active, healthy lifestyle.

D. OPEN SPACE AND CONSERVATION PRINCIPLE

Reduce conflicts between urban land uses, agricultural land uses, and natural resources through the provision of buffers adjacent to agricultural land and natural resources, thereby preserving the long-term viability of agriculture and open space.

E. NOISE PRINCIPLE

Minimize conflicts between noise-sensitive and noise-generating land uses for existing and future land uses through siting, buffering, and other identified business practices.

F. PUBLIC FACILITIES, SERVICES, AND SAFETY PRINCIPLE

Emphasize public safety and provision of adequate community facilities in the design of new development within the community.

G. COMMUNITY DESIGN PRINCIPLE

Build upon the existing character of Le Grand by encouraging use of traditional building materials, prohibiting incompatible design features, and encouraging enhanced landscaping.
Chapter Four

LAND USE

4.0  INTRODUCTION

The Le Grand Community Vision Statement provided in Chapter 3 emphasizes the importance of preserving Le Grand’s small town, agriculturally based character, while encouraging new employment, housing, retail, and recreational opportunities. This Land Use Chapter guides future development toward the realization of these ideals, balancing the community’s urban growth needs with the protection of its surrounding agricultural resources.

Land use describe the type and configuration of activities allowed within the Community Plan area, as depicted in Figure 4.1: Le Grand Community Plan Land Use Map. This Chapter includes descriptions of each land use designation, as well as goals and policies that encourage balanced growth and quality development. Zoning designations provided in Figure 4.2: Zoning Map ensure that new developments comply with the County’s Municipal Code.

4.1  LAND USE DESIGNATIONS

The Le Grand Community Plan includes a broad range of land use designations that reflect County-wide standards for development. Each designation is associated with a population density or building intensity according to the allowable land use.

Figure 4.1: Le Grand Community Plan Land Use Map depicts the physical location of community land use designations. Table 4-1 outlines the total acreage distribution between land use designations. These generalized land use patterns provide the basis for more specific requirements and standards found in the Merced County Zoning Code.

All land use designations and zoning follow property boundaries with the exception of Neighborhood Parks, which are shown conceptually in the general area where they are expected to be located. The exact location and size of parks is to be determined with the preparation of a development Master Plan.

Land Use Guiding Principle A aims to “preserve and enhance the character of Le Grand as a small, neighborhood based, agricultural community, with a strong community core, while encouraging local growth of employment opportunities, retail, service businesses, and a range of housing types.”
### TABLE 4-1 LAND USE SUMMARY

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acres</th>
<th>Typical Units Per Acre</th>
<th>Existing Units</th>
<th>Potential Units</th>
<th>Unit Total(^1)</th>
<th>Floor Area Ratio(^2)</th>
<th>Existing sf</th>
<th>Potential sf</th>
<th>sf Total*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RESIDENTIAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Very Low Density</td>
<td>32</td>
<td>1</td>
<td>16</td>
<td>17</td>
<td>33</td>
<td>-</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Residential</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low Density Residential</td>
<td>143</td>
<td>5</td>
<td>381</td>
<td>335</td>
<td>716</td>
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<tr>
<td>Medium Density</td>
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<td>47</td>
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<td>Residential</td>
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<td>221</td>
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<td>Residential</td>
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<td></td>
</tr>
<tr>
<td><strong>COMMERCIAL</strong></td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Mixed-Use</td>
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<td>7</td>
<td>49</td>
<td>8</td>
<td>37</td>
<td>0.6</td>
<td>47,287</td>
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<td></td>
<td></td>
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<tr>
<td>Commercial</td>
<td>8</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.5</td>
<td>19,768</td>
<td>60,267</td>
<td>80,035</td>
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<td><strong>INDUSTRIAL</strong></td>
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<td></td>
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<td></td>
<td></td>
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<tr>
<td>Industrial</td>
<td>22</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1.0</td>
<td>135,701</td>
<td>119,954</td>
<td>255,655</td>
</tr>
<tr>
<td><strong>PARK</strong></td>
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<tr>
<td>Community Park</td>
<td>4(^3)</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>480</td>
<td>-</td>
<td>480</td>
</tr>
<tr>
<td><strong>INSTITUTIONAL</strong></td>
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<td></td>
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<td></td>
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<td></td>
<td></td>
<td></td>
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<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>High School</td>
<td>37</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Other</td>
<td>3</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>31,424</td>
<td>-</td>
<td>30,058</td>
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<tr>
<td><strong>URBAN RESERVE</strong></td>
<td>63</td>
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<td>5</td>
<td>5</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>OTHER (Roads, Canals, Etc.)</strong></td>
<td>71</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>430</td>
<td>-</td>
<td>492</td>
<td>628</td>
<td>1,100</td>
<td>-</td>
<td>234,660</td>
<td>194,796</td>
<td>429,456</td>
</tr>
</tbody>
</table>

---

1. Total reflects removal of redundant units/sf (existing units/building sf that may be removed during development) so they are not counted twice.
2. Taken from the Merced County General Plan (Table LU-2, Land Use Standards).
3. Additional park land to be provided concurrent with residential development.
PROPOSED LAND USES

- VLD R: Very Low Density Residential
- L DR: Low Density Residential
- M DR: Medium Density Residential
- H DR: High Density Residential
- MU: Mixed Use
- MUV: Mixed Use Vertical
- GC: General Commercial
- IND: Industrial
- REC: Recreational
- INST: Institutional/ Public Facilities
- UR: Urban Reserve

FLOATING ZONES

- VLDR: Very Low Density Residential
- LDR: Low Density Residential
- MDR: Medium Density Residential
- HDR: High Density Residential
- RE E: Recreational
- INS T: Institutional/ Public Facilities
- UR: Urban Reserve

FIGURE 4.1 LAND USE MAP
4.2 ZONING DESIGNATIONS

Zoning refers to the type of use and development regulations that affect a parcel of land, consistent with the goals, objectives, and policies of the Merced County General Plan. The zoning designations identified in Figure 4.2 have been arranged to ensure compatibility between land uses reflective of a small town surrounded by agriculture. Development regulations are found in Title 18, Zoning of the Merced County Municipal Code. Applicants should refer to this Title to determine the various regulations that may apply to their project such as permitted uses, setbacks, building height, landscaping, parking, and signage.
4.3 RESIDENTIAL LAND USES

The Le Grand Community Plan Land Use Map includes four residential land use designations. Additionally, residential land uses are permitted on “Mixed-Use” designated land. The purpose of this section is to specify the overall type and densities of housing permitted within each designation, and to identify other considerations that may apply.

Consistent with community input, the Le Grand Community Plan emphasizes single-family homes as the preferred type of future residential development. Therefore, the majority of residential land within the community boundary is specifically designated for this use. Similarly, the community expressed a clear preference that apartments should not be treated as the most commonly accepted type of multifamily residential development. This plan acknowledges the community’s preference by encouraging non-traditional approaches to high density housing.

### TABLE 4-2 RESIDENTIAL DENSITY, UNITS, AND POPULATION

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>ACRES</th>
<th>MINIMUM UNITS PER ACRE</th>
<th>TYPICAL UNITS PER ACRE</th>
<th>MAXIMUM UNITS PER ACRE</th>
<th>EXISTING UNITS</th>
<th>POTENTIAL NEW UNITS</th>
<th>TOTAL UNITS</th>
<th>EXISTING POPULATION</th>
<th>POTENTIAL NEW POPULATION</th>
<th>TOTAL POTENTIAL POPULATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Low Density Residential</td>
<td>32</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>16</td>
<td>19</td>
<td>33¹</td>
<td>54</td>
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<td>112</td>
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<td>Low Density Residential</td>
<td>143</td>
<td>4</td>
<td>5</td>
<td>8</td>
<td>381</td>
<td>353</td>
<td>716¹</td>
<td>1,280</td>
<td>1,185</td>
<td>2,404</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>8</td>
<td>8</td>
<td>9</td>
<td>15</td>
<td>35</td>
<td>48</td>
<td>82¹</td>
<td>118</td>
<td>162</td>
<td>276</td>
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<tr>
<td>High Density Residential</td>
<td>10</td>
<td>15</td>
<td>25</td>
<td>33</td>
<td>6</td>
<td>223</td>
<td>227¹</td>
<td>20</td>
<td>750</td>
<td>764</td>
</tr>
<tr>
<td>Mixed-Use</td>
<td>12</td>
<td>4</td>
<td>7</td>
<td>33</td>
<td>49</td>
<td>8</td>
<td>37¹</td>
<td>165</td>
<td>26</td>
<td>124</td>
</tr>
<tr>
<td>Urban Reserve</td>
<td>63</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>5</td>
<td>0</td>
<td>5</td>
<td>17</td>
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<tr>
<td>TOTAL</td>
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<td>492</td>
<td>651</td>
<td>1,100¹</td>
<td>1,654</td>
<td>2,188</td>
<td>3,697²</td>
</tr>
</tbody>
</table>

¹ Existing units on underutilized parcels that are counted as both “Existing Units” and as “Potential New Units” are subtracted from the total unit count.

² Existing persons on underutilized parcels that are counted as both “Existing Population” and as “Potential New Population” are subtracted from the total potential population. This accounts for 145 people.

Note that this number is higher than the projected 2035 build-out population of 2,337.
FIGURE 4.3 RESIDENTIAL LAND USE MAP

- **VLDR**: Very Low Density Residential
- **LDR**: Low Density Residential
- **MDR**: Medium Density Residential
- **HDR**: High Density Residential
4.3.1 VERY LOW DENSITY RESIDENTIAL

The Very Low Density Residential (VLDR) designation promotes larger estate or ranchette style single-family residential neighborhoods that serve as a transition between higher density residential areas and the surrounding agricultural environment. Residential parcels range in size from a minimum of 14,520 square feet (where community water and sewer services are available) to one acre or larger. Residential densities within this designation may not exceed 4.0 dwelling units/gross acre. Neighborhood amenities such as parks and schools are allowed.

The Community Plan area includes approximately 32 acres of VLDR. These areas are located along Jefferson Street east of the railroad tracks, along Fresno Road, and along the southern portion of Cook Street. The majority of this area includes larger homes surrounded by fenced areas for animal retention or agriculture operations. A small number of vacant parcels are available for development and/or further subdivision.

4.3.2 LOW DENSITY RESIDENTIAL

The Low Density Residential (LDR) designation is intended to promote single-family residential neighborhoods. Densities vary from a minimum of 4.0 dwelling units/gross acre to a maximum of 8.0 dwelling units/gross acre. Neighborhood amenities such as parks, schools, and religious assemblies are allowed.

At 143 acres, LDR designated property comprises the largest amount of land within the Community Plan area. A significant portion of this land designation is developed with minimum parcel sizes starting at 5,000 sf. Future growth is possible on the west side of the community north of Le Grand Road and south of McDowell Street. A Master Plan should be prepared for development of this area to guide development in a phased approach and to consider provision of community-wide amenities such as a neighborhood park. Further residential development potential occurs west of Ford Street and south of Ogle Avenue where there is a possibility to subdivide large parcels, some of which include existing homes.

4.3.3 MEDIUM DENSITY RESIDENTIAL

The Medium Density Residential (MDR) designation encourages a variety of detached and attached single and multifamily residential uses (e.g., triplexes, patio/courtyard homes, townhomes, and cohousing). The densities within this designation may range from a minimum of 8.0 dwelling units/gross acre to a maximum of 15.0 dwelling units/gross acre. Neighborhood amenities such as parks, schools, and religious assemblies are allowed. Non-traditional approaches to housing are also encouraged, such as cohousing, cottage developments, and other medium/cooperative housing enterprises.
Eight acres of MDR are provided within the Community Plan area. MDR is limited to the land located east of Le Grand High School, south of Brice Street, and west of Cook Street. The Le Grand Apartments are located in this area, as well as one residential unit. The intent of this area is to provide additional residential units in close proximity to schools.

4.3.4 HIGH DENSITY RESIDENTIAL

The High Density Residential (HDR) designation encourages a variety of multifamily residential uses. Housing types encouraged include patio/courtyard homes, townhomes, apartments, and condominiums. Densities range from 15 dwelling units/acre to 33 dwelling units/acre; however, typical density is 25 dwelling units/acre. This is consistent with Table 5-38 of the County’s General Plan, that identifies this area as a candidate rezone site which requires a minimum of 25 dwelling units/acre. A Conditional Use Permit (CUP), or a tentative map for condominiums, would be required. Concerns and/or issues can be resolved through this permitting process. This designation is suitable for areas near parks, schools, and town centers. Non-traditional approaches to housing are also encouraged, such as cohousing, cottage developments, and other medium/cooperative housing enterprises. Refer to Table 4-2, Residential Density, Units, and Population.

Approximately 10 acres of HDR are provided within the Community Plan area. The HDR designated area has been consolidated to one area located north of Le Grand Road and east of Le Grand Elementary Sports Park. The intent is to provide additional residential opportunities in proximity to Downtown, schools, and existing parks.
4.4 COMMERCIAL LAND USES

Commercial land use designations identified on the Le Grand Community Land Use Plan are intended for retail and personal service uses. The Mixed-Use land designation also allows for a combination of residential and commercial uses as previously described.

<table>
<thead>
<tr>
<th>TABLE 4-3 COMMERCIAL FLOOR AREA RATIO (FAR) AND SQUARE FEET</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use</strong></td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>General Commercial</td>
</tr>
<tr>
<td>TOTAL</td>
</tr>
</tbody>
</table>

4.4.1 GENERAL COMMERCIAL

The General Commercial (GC) land use designation allows for a wide range of retail and service land uses that may be focused on serving the local population or a wider market area. Permitted uses include retail, service, and office. Entertainment establishments are also allowed within this designation, but will typically focus on serving the local community. Land designated General Commercial is typically characterized by having direct access to a collector road that forms the boundary of one or more residential neighborhoods. Activities that have the potential to generate noise above a background level (such as auto repair) are encouraged to locate along the Santa Fe corridor away from residential uses.

Approximately 8 acres of GC are provided within the Community Plan boundary and are divided between three areas. One area is located along Le Grand Road between Washington Avenue and Madison Street. An established pizza restaurant and laundromat are located here. Three parcels located northeast of Washington Street at Madison Street also have potential for commercial uses. The second area is located east of Santa Fe Avenue between Jefferson Street and Cunningham Road. An abandoned, yet historic railroad depot and an auto repair business are located here. Approximately three vacant parcels remain in this area with potential to establish new businesses. The third and largest area is located on Santa Fe Avenue north of Jackson Street. This approximately four-acre site has been designated GC as a result of public input requesting that a commercial area be provided that could accommodate a small market and/or pharmacy. This site is located within walking distance to many residents and could serve as a gateway into the community.
FIGURE 4.4 COMMERCIAL LAND USE MAP
4.5 MIXED-USE

The Mixed-Use (MU) designation has been separated into a general Mixed-Use and Vertical Mixed-Use designation in response to community feedback. Both Mixed-Use designations allow a variety of land uses on the same parcel of land. Uses include a combination of residential and commercial spaces that are typically linked together with sidewalks, paths, public spaces, and landscaping. This land use designation supports a full range of neighborhood retail and service uses, including small markets, restaurants, and specialty shops. Medical, professional, and other general office or government services are also encouraged. Residential densities range from 4 dwelling units/acre minimum to 33 dwelling units/acre maximum. Typical density is assumed at 7 dwelling units/acre. Refer to Table 4-2, Residential Density, Units, and Population.

| TABLE 4-4 MIXED-USE VERTICAL FLOOR AREA RATIO (FAR) AND SQUARE FEET |
|-----------------------------|--------|---------|--------|----------|-----------|
| Land Use                  | Acres | FAR    | Existing Sf | Potential Sf | Total Sf At Build-out |
| Mixed-Use                 | 12    | 0.6    | 47,287      | 29,207      | 63,228     |
| TOTAL                      | 12    | 0.6    | 47,287      | 29,207      | 63,228     |

4.5.1 MIXED-USE

The community outreach process resulted in the development of guiding principles to implement the Vision for Le Grand. At each workshop, community members stated that revitalization of Le Grand’s historic center was an important priority and should be emphasized. This section addresses the heart of the community. Downtown is bound by Madison Street to the south, McDowell Street to the west, Santa Fe Avenue to the east and Adams Street to the north. The area has been designated “Mixed-Use” to promote flexibility and encourage investment, while simultaneously preserving its established character. Refer to the paragraph above for allowed uses.
4.4.2 MIXED-USE VERTICAL

The Vertical Mixed-Use (MUV) designation promotes the development and redevelopment of a complementary and creative mix of residential, commercial, office, civic, and government services in the historic core area of Le Grand. This area is generally bound by Adams Street to the north, McDowell Street to the west, Madison Street to the south, and Santa Fe Avenue to the east.

In the Vertical Mixed-Use designation multiple land use types in a single structure are strongly encouraged. Additionally, along Jefferson Street and Santa Fe Avenue, commercial and office uses shall be provided adjacent to the street on the first floor, while residential units may be included above commercial spaces or elsewhere on the parcel. This restriction enhances the economic viability of the downtown area as a central commercial hub and preserves the first floor for commercial uses along the street edge.

The Vertical Mixed-Use designated area is intended to include a variety of uses, contributing to the diversity and character of the community’s central core. The adaptive reuse of existing structures is strongly encouraged. Similarly, the submittal of applications proposing to combine small parcels via a master plan approach for development approval is also encouraged.

4.5.3 DOWNTOWN PLAZA

This Plan designates the intersection of Jefferson Avenue and Washington Street for future improvement as a Community Plaza. Refer to Section 5.2 Gateways and Plazas for suggested program.
FIGURE 4.5 MIXED-USE LAND USE MAP

Commercial required on ground floor (hatched area)
Chapter Four
LAND USE

4.6 INDUSTRIAL

The Industrial (IND) designation allows for light industrial and manufacturing land uses that are directly associated with local commercial agriculture – either in storage and processing of its products, the manufacture or repair of equipment used for production, processing, or storage of local agricultural commodities, or the repair and maintenance of equipment used for the transportation of locally produced, stored or processed agricultural commodities. Non-agricultural manufacturing, processing, or storage activities may be conditionally allowed when it can be demonstrated that the proposed use will generate a clear benefit to the community through the creation of additional employment opportunities. Merced County General Plan (Table LU-2) permits a FAR of 1.0. Refer to Table 4-5, Industrial Floor Area Ratio (FAR) and Square Feet.

No application for the subdivision of Industrially designated land will be accepted for County processing without the joint submittal of a complete Master Plan, or planned development application for parcels larger than 1 acre, or if the Community and Economic Development Director can make a finding that the proposed use would have minimal impact on traffic, noise, and odors to residents and businesses located within 500 feet of the proposed use. This provision minimizes the possibility of small scale, ‘piecemeal’ developments consuming the limited supply of available industrially designated land within the community. Small parcels of industrially designated land have been deliberately provided in the land use design to accommodate new, small-scale, industrial operations that do not require several acres of previously undeveloped land to operate efficiently.

Approximately 22 acres of IND designated land are provided within the Community Plan area. The majority of the industrial land is located along the railroad tracks between Le Grand Road and Jefferson Street.

### TABLE 4-5 INDUSTRIAL FLOOR AREA RATIO (FAR) AND SQUARE FEET

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>ACRES</th>
<th>FAR</th>
<th>EXISTING SF</th>
<th>POTENTIAL SF</th>
<th>TOTAL SF AT BUILD-OUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial</td>
<td>22</td>
<td>1.0</td>
<td>135,701</td>
<td>128,175$^1$</td>
<td>255,656</td>
</tr>
<tr>
<td>TOTAL</td>
<td>22</td>
<td></td>
<td>135,701</td>
<td>128,175</td>
<td>255,656</td>
</tr>
</tbody>
</table>

$^1$ Industrial FAR is assumed at 0.25.
Chapter Four

LAND USE

FIGURE 4.6 INDUSTRIAL LAND USE MAP
4.6 INSTITUTIONAL

The Institutional (INST) designation accommodates public, quasi-public, and government-owned or operated facilities. Public Facilities include buildings and associated lands that serve the community, including schools, libraries, fire and police stations, utility facilities (wells, pumping stations, treatment plants, and district offices), and community centers. No new institutional uses are planned. Maintenance and/or expansion of existing facilities is possible.

4.7 RECREATION

The Recreation designation (REC) provides for multiple recreational opportunities. The Recreation designation typically includes neighborhood parks and pocket parks. The size and locations of these parks shall be consistent with Chapter 6, Open Space and Conservation.

Neighborhood parks are strategically located throughout the community to serve residential neighborhoods within walking or biking distance. The Le Grand Community Park is sized and programmed consistent with a neighborhood park designation. Smaller “pocket parks” within residential areas are strongly encouraged. Figure 4.7 shows three potential neighborhood parks designated by “floating green dots.” The final location of these parks will be determined with the preparation of a Master Plan in conjunction with associated residential development.

4.8 URBAN RESERVE

Consistent with the General Plan, the Urban Reserve (UR) designation is applied to areas within Le Grand that are considered appropriate for urban land use activities at some future date, depending upon community growth needs and availability of urban services, utilities, and facilities. These areas are intended to remain rural unless and until they are re-designated in the future, which would require amendments to the Community Plan and rezoning. Along with environmental review. Because these areas are not anticipated to be developed under the Community Plan, no future units or square footage are assigned to them. Future development of UR designated areas would require preparation of a community plan amendment, rezoning, and associated environmental analysis, as determined by the Community and Economic Development Director.

The Community Plan includes two UR designated areas. One of the areas is located north of the Washington Street residential neighborhood where Taft Street and Taylor Street dead-end. The other area is located south of Ford Street and east of Fresno Road (see Figure 4.1).
Institutional and Recreational Land Use Map

FIGURE 4.7 INSTITUTIONAL, RECREATIONAL, AND URBAN RESERVE LAND USE MAP
Chapter Four

4.9 MASTER PLAN AREAS

Certain areas within Le Grand, as identified in the Community Plan Master Plan Areas (Figure 4.8), require preparation of a master plan to provide coordinated development and ensure the construction of infrastructure and public facilities, such as schools and parks. Preparation of a master plan in areas not shown in Figure 4.8 are optional.

The intent of a master plan is to implement the goals and policies of the Le Grand Community Plan and produce positive outcomes for both the community and developer that may not be attainable through other discretionary land use permit or subdivision approval processes. Projects subject to a master plan shall prepare the required elements found in Table 10-1, Required Master Plan Elements. The provisions of Section 18.33.040 of the Merced County Zoning Code shall also apply to any submitted master plan application.

If a master plan is prepared, land use designations illustrated in the Le Grand Community Plan Land Use Map (Figure 4.1) may be creatively arranged within the proposed master plan area as long as the variety of housing densities and public amenities identified in Figure 4.1 are maintained. The realignment, replacement, or closure of existing roads may also be considered where such action would result in a clear benefit to the community, the applicant, and the master plan project. Overall, land use acreage and densities for residential, non-residential, and public facilities within the master plan area shall be broadly consistent with those found in the Land Use Map (Figure 4.1) and the Land Use Summary (Table 4-1). Additional information is provided in Section 10.5.
Chapter Four

LAND USE

PROPOSED LAND USES FLOATING ZONES

- MU Mixed Use
- GC General Commercial
- IND Industrial
- REC Recreational
- INST Institutional/Public Facilities
- UR Urban Reserve
- VLDR Very Low Density Residential
- LDR Low Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- NALP YTI
- N U M
- MOC YRAD
- N U OB

COMMUNITY PLAN BOUNDARY

LAND USE PLAN

FIGURE 4.8 MASTER PLAN AREAS MAP

Area 1
Area 2
Area 3
Area 4

Potential Neighborhood Park Location

(Master Plan requirement applies to areas with parcels larger than 1 acre, or if the Community and Economic Development Director can make a finding that the proposed use would have minimal impact on traffic, noise, and odors to residents and businesses located within 500 feet of the proposed use)
4.10 LAND USE GOALS AND POLICIES

4.10.1 RESIDENTIAL LAND USE GOALS AND POLICIES

Goal LU-1  Community Character

Protect and enhance a small, neighborhood based, agricultural oriented community with appropriate housing types consistent with its character.

Goal LU-2  Range of Residential Land Uses

Provide for a full range of residential land use designations and housing types, with an adequate supply of land for each designation.

Policy LU-1  Variety of Housing Types

A variety of residential housing types and densities shall be provided ranging from multiple family rental and owner-occupied dwellings to move-up large lot homes.

Policy LU-2  Multifamily Development

Multifamily developments shall be designed to be compatible with surrounding single-family residential development in form and architectural character.

Policy LU-3  “Walled-Off” Residential Development

Residential developments that are “walled-off” areas disconnected and isolated from the rest of the community shall be discouraged. This is especially important along Le Grand Road.

Policy LU-4  New Residential Projects

New residential projects shall be integrated with existing neighborhoods, through a combination of design, buffering, and access features.

Policy LU-5  Residential Design Review

New development shall undergo review of proposed project designs.
4.10.2 COMMERCIAL LAND USE GOALS AND POLICIES

**Goal LU-3  Existing Retail and Service Sector**
Enhance the existing retail and service sector to meet the needs of Le Grand residents.

**Goal LU-4  Range of Commercial Land Uses**
Provide for a full range of commercial land use designations in suitable locations and with a variety of parcel sizes.

*Policy LU-6  Serving the Community*
Commercial land uses shall be oriented toward serving the community and local region.

*Policy LU-7  Historical Structures*
The reuse and rehabilitation of historical structures shall be explored where possible.

*Policy LU-8  “Strip-Mall” Development*
Commercial, “strip-mall” type development shall be avoided.

*Policy LU-9  Agriculture-Related Businesses*
Economic linkages with agriculture shall be promoted through development of agricultural tourism and agriculture-related businesses, both within the community and on surrounding agriculturally designated lands.

4.10.3 MIXED-USE LAND USE GOAL AND POLICIES

**Goal LU-5  Location of Mixed-Use Areas**
Promote mixed-use areas within and adjacent to Jefferson Street that encourage new investment through the creative use of land.

*Policy LU-10  Mixed-Use Project Types*
Both vertical and horizontal mixed-use projects that preserve and enhance the community character shall be emphasized to stimulate investment in the Jefferson Street neighborhood.
**Policy LU-11  Community Plaza**

An appropriately scaled community plaza shall be considered along Jefferson Avenue and Washington Street and be improved with public amenities such as gathering places, outdoor dining, landscape features, fountains, public art, and street furniture.

**Policy LU-12  Shared Property Issues**

Mixed-use property owners shall address common issues, such as parking and site maintenance.

**Policy LU-13  Parking**

The County shall be flexible in applying adopted standards governing the parking of motor vehicles for mixed-use projects.

**Policy LU-14  Transportation Alternatives**

New development on Mixed-Use designated land shall emphasize alternatives to private motor vehicles for personal transport including – transit, bicycling, and walking.

**Policy LU-15  Mixed-Use Density**

New residential development proposed for Mixed-Use designated land shall be of a density that is consistent with the immediate neighborhood; defined as extending one half block in each direction. The FAR within this designation is 0.60.

**Policy LU-16  Mixed-Use Design Character**

While a diverse range of uses is accommodated within Mixed-Use areas, properties with this designation shall maintain a design character that is compatible with neighboring uses.

### 4.10.4 INDUSTRIAL GOALS AND POLICY

**Goal LU-6  Provision of Industrial Land**

Provide an adequate supply of land designated as Industrial to encourage the location and expansion of new businesses that employ local residents.

**Goal LU-7  Agriculture Operations**

Generate new industrial land uses that are related or have direct ties to local commercial agriculture operations.

**Policy LU-17  Agriculture-Related Businesses**

Opportunities for new business and industry that rely on local agricultural products and generate jobs for local residents shall be provided.
4.10.5 MASTER PLAN LAND USE GOAL AND POLICIES

Goal LU-8  Master Plan

Master plan applications for the development of specific areas of Le Grand shall propose land uses that provide positive benefits for property owners, residents, and the County than those presented in this Community Plan.

Policy LU-18  Master Plan Areas

The potential establishment of master plan areas within the community through the preparation of “master plans” shall be provided. Such plans will ensure coordinated development of a neighborhood, while producing positive outcomes for the community and developer that may not be otherwise attainable.

Policy LU-19  Master Plan Application

Master plan applications that promote a diversity of desirable land uses and provide a high level of amenities for existing and future community residents shall be encouraged.
5.0 INTRODUCTION

A complete and integrated network of streets, sidewalks, trails, and bicycle facilities is an important aspect of the health and welfare of a community. The intent of this Community Plan is to create a circulation system that provides safe and convenient access between neighborhoods, schools, employment centers, commercial areas, and public amenities. This Chapter defines circulation concepts, establishes a community-wide circulation network, and describes multimodal transportation opportunities for all residents of Le Grand. Roadway sections are proposed to enhance circulation for the community and include typical urban sections found in the Merced County Improvement Standards and Specifications.

Land Use Guiding Principle B aims to "improve upon the existing community roadways to facilitate a wide array of mobility options for pedestrians, bicyclists, automobiles, and transit that provide for the safe movement of vehicles, people, and agricultural products."

5.1 STREET SYSTEM

The Le Grand Community Plan Circulation Plan (Figure 5.1) illustrates an orderly network of roads. The Circulation Plan also classifies a hierarchy of roads based on their intended function and the traffic levels they support.

The following street classifications are provided within the Community Plan area:

- Major Collector
- Minor Collector
- Urban Local Road
5.1.1 URBAN MAJOR COLLECTOR

Urban Major Collectors serve as primary circulation corridors. Major collectors are high capacity roadways that range between two and four lanes in width. The County identifies a typical Major Collector as having 12-foot wide travel lanes, with 8-foot wide parking lanes and 4.5-foot wide sidewalks. However, variations may occur based on right-of-way width, traffic volumes, existing curb and lane widths, or community input. Customized roadway sections are provided for Major Collectors where variation occurs from the County standard. The following roads are designated as Urban Major Collectors within the Le Grand Community Plan boundary:

- Le Grand Road;
- Santa Fe Avenue; and
- Jefferson Street.
Le Grand Road

Le Grand Road is a two-lane roadway that runs from Santa Fe Avenue to the western urban boundary, providing access to the Highway 99 Freeway corridor running through Merced County. In addition, Le Grand Road supports local traffic as well as truck traffic for industrial and agricultural activities. Le Grand Road’s right-of-way varies from a typical Major Collector as depicted in Figure 5.2 by incorporating on-street parking and Class II bike lanes. Existing sidewalks are 5 feet wide between Wilson Street and McKee Street on the south side of the roadway; and between Madison Street and Washington Avenue on the north side. Street parking should be provided in the south, from the western high school property boundary to Santa Fe Avenue. As right-of-way width varies, street parking on the north side is optional; however, should be provided where deemed necessary.

Currently, Santa Fe Avenue meets Le Grand Road at a staggered junction, forming two separate “T” intersections. They are controlled by stop signs on Santa Fe Avenue; however, the intersection should be further studied to determine if realignment is needed to resolve safety and efficiency concerns.

Jefferson Street also forms an angled “T” intersection with Le Grand Road, adjacent to Le Grand Elementary School, Le Grand High School, and existing community parks. For this reason, Le Grand Road contains significant issues for pedestrian and vehicular traffic. This intersection is currently regulated by stop signs and crosswalks along Le Grand Road. Crosswalks are also located near McDowell Street and McKee Street, local roads that “T” intersect with Le Grand Road. Additional traffic calming measures and safety features are proposed to improve motorized and non-motorized transportation in this area, and especially to improve safety at the beginning and end of the school day.

**LE GRAND ROAD MAJOR COLLECTOR PROPOSED IMPROVEMENTS**

1. Provision of minimum 4.5-foot wide sidewalks as indicated in Figure 5.2. Potential priority sidewalks shall be installed first as indicated on Figure 5.15, as permitted by the right-of-way.

2. Provision of a Class II bike lane from Santa Fe Avenue to the western Community Plan boundary, as permitted by the right-of-way.

3. Provision of a community gateway feature at the western boundary of the Community Plan area.

4. Provision of bulb-outs, speed tables, and/or other traffic calming devices at intersections within the vicinity of Le Grand’s parks and schools, as permitted by the right-of-way.

5. Re-striping right-of-way per Figure 5.2.

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**FIGURE 5.2 LE GRAND ROAD MAJOR COLLECTOR ROADWAY SECTION**

* Separate from roadway with landscaping where possible, such as adjacent to parks
** Additional ROW dedication on north side may be required.
**Santa Fe Avenue**

Santa Fe Avenue is a two-lane roadway that links Le Grand to Planada (north) and Madera (south). In Le Grand, Santa Fe Avenue runs northwest along the Santa Fe Railroad corridor, from Le Grand Road to the northern urban boundary extending northwest to Planada. Santa Fe Avenue has 12-foot wide travel lanes, with a defined curb along the western (residential) side of the roadway. Currently, 5-foot wide sidewalks are located between Monroe Street and Madison Street, set back by landscaping. An 8-foot wide parking lane is also located along the residential side. The eastern side of the roadway has an 8-foot wide, paved shoulder, allowing vehicles to pull off to the side of the road.

The intersection of Santa Fe Avenue and Jefferson Street is regulated by four-way stop signs with a crosswalk across Jefferson Street, and a crosswalk along Santa Fe Avenue. This intersection is a major entrance into Le Grand, and a potential location for a community gateway or similar landmark. As a result of future development, the intersection may serve larger traffic volumes.

Cunningham Road “T” intersects with Santa Fe Avenue at a sharp angle, within close proximity of another intersection at Jackson Street/Santa Fe Avenue. This configuration is currently regulated by single stop signs on Cunningham Road and Jackson Street, and does not provide sufficient measures for safe turns. Additional stop signs should be added along Santa Fe Avenue, concurrent with commercial development north of Jackson Street and west of Santa Fe Avenue.

A number of local residential roads form “T” intersections along Santa Fe Avenue.

### SANTA FE AVENUE MAJOR COLLECTOR PROPOSED IMPROVEMENTS

1. Provision of 5-foot wide minimum sidewalks as indicated in Figure 5.2. Potential priority sidewalks shall be installed first as indicated on Figure 5.15.

2. Provision of a Class II bike lane on the west side of the roadway, with potential for a Class II bike lane on the east side.

3. Provision of a multiuse bike facility along the east side of the roadway, from Le Grand Road to Cunningham Road.

4. Provision of a community gateway feature in the vicinity of Savannah Road and Cunningham Road intersections.

5. Provision of stop signs at the Cunningham Road intersection with development of the adjacent general commercial site.

6. Study the intersection of Santa Fe Avenue and Le Grand Road to determine if realignment is necessary/possible.

7. Re-stripe right-of-way per Figure 5.3.
Jefferson Street

Jefferson Street is a two-lane roadway that runs northeast from Le Grand Road to Santa Fe Avenue. Public input identified Jefferson Street as the “Main Street” of Le Grand, providing access to commercial, recreational, and residential land uses. Jefferson Street does not share the same lane characteristics as Le Grand Road and Santa Fe Avenue. Depicted in Figure 5.4, Jefferson Street has 12-foot wide travel lanes and 12-foot wide parking/biking lanes on both sides. Sidewalks are set back from the curb by landscaping or pavement, and are located on both sides of the street.

Jefferson Street forms intersections with local residential roads and potential community trails, with crosswalks located at McDowell Street. The intersection of McDowell Street/Jefferson Street is also regulated by four-way stop signs.

JEFFERSON STREET MAJOR COLLECTOR PROPOSED IMPROVEMENTS

1. Provision of a Class II bike lane along the northeast-southwest oriented road segment.
2. Provision of a community gateway feature and/or plaza at or near the intersection with Santa Fe Avenue.
3. Provision of enhanced crosswalks at the Washington Avenue, McDowell Street, and Santa Fe Avenue intersections.
4. Improve sidewalks and planters.

FIGURE 5.4 JEFFERSON STREET MAJOR COLLECTOR ROADWAY SECTION
5.1.2 URBAN MINOR COLLECTOR

Urban Minor Collectors serve as connective links to and from residential neighborhoods, commercial and employment centers, and public amenities. Minor Urban Collectors are typically two lane roads, with 11-foot wide travel lanes and an 8-foot wide shoulder (Figure 5.5-5.8). However, minor collectors vary based on intended use, location, and traffic volumes. The following roads (or portions of roads) within the boundary of the Le Grand Community Plan are designated as Urban Minor Collectors:

- Le Grand Road
- Fresno Road
- Jefferson Street
- Santa Fe Avenue

FIGURE 5.5 N. FRESNO ROAD AND LE GRAND ROAD MINOR COLLECTOR ROADWAY SECTION
Le Grand Road
Le Grand Road runs from the intersection with Santa Fe Avenue to the eastern Community Plan boundary. This roadway connects agricultural fields in the east to industrial activities and land uses within the Community Plan area, and includes a railroad crossing point. To the west of Santa Fe Avenue, Le Grand Road becomes a major collector leading to Highway 99. East of Santa Fe Avenue, Le Grand Road narrows to 11-foot wide travel lanes, with an 8-foot wide, unpaved shoulder on either side of the roadway.

**LE GRAND ROAD MINOR COLLECTOR PROPOSED IMPROVEMENTS**

1. Provision of a multiuse bike facility from the Santa Fe Avenue intersection to the community boundary.

Fresno Road
Fresno Road is a north-south oriented street running along the eastern boundary of the Community Plan boundary, south of Santa Fe Avenue. Fresno Road links residential neighborhoods and agriculture in the south to high activity land uses in central Le Grand, as well as industrial employment and major collector roadways.

A typical cross section along Fresno Road has 11-foot wide travel lanes, with a 8-foot wide parking lane along the west side of the roadway, and an 8-foot wide, unpaved shoulder along the east side. An existing 5-foot wide sidewalk is located along residences at the Ford Street intersection. The right-of-way along land designated as Urban Reserve is typical of other minor collectors, lacking street parking or sidewalks.

**FRESNO ROAD MINOR COLLECTOR PROPOSED IMPROVEMENTS**

1. Provision of minimum 4.5-foot wide sidewalks as indicated in Figure 5.6. Potential priority sidewalks shall be installed first.
2. Provision of a multiuse bike facility located north of Le Grand Avenue.
3. Provision of bulb-outs, speed tables, and/or other traffic calming devices between the Santa Fe Avenue intersection and the southern Community Plan boundary.

**FIGURE 5.6 S. FRESNO ROAD MINOR COLLECTOR ROADWAY SECTION**
Jefferson Street

Jefferson Street becomes a minor collector from Santa Fe Avenue to Fresno Road, jogging east towards the urban boundary and connecting agricultural fields, industrial activities, and residences to Le Grand's downtown. Jefferson Street also crosses the Santa Fe railroad tracks, and provides appropriate signage to facilitate safe vehicle crossings. This segment of Jefferson Street has 11-foot wide travel lanes, with varying shoulder widths.

JEFFERSON STREET MINOR COLLECTOR PROPOSED IMPROVEMENTS

1. Provision of minimum 4.5-foot wide sidewalks on the south side of the roadway, as indicated in Figure 5.7. Potential priority sidewalks shall be installed first.

2. Provision of a Class II bike lane along the northeast-southwest oriented road segment, on the south side of the roadway from Santa Fe Avenue to the bend in Jefferson Street.

3. Provision of a multiuse bike facility along the east-west oriented road segment, on the south side of the roadway from the bend in Jefferson Street to Fresno Road.

FIGURE 5.7 JEFFERSON STREET MINOR COLLECTOR ROADWAY SECTION
Santa Fe Avenue

The section of Santa Fe Avenue located south of Le Grand Road provides a northwestern oriented entry point into the Community Plan area, linking agricultural employment opportunities in the southeast to industrial activity and residences within Le Grand. Santa Fe Avenue also collects traffic from Fresno Road, another minor collector, and draws traffic from the south up to Le Grand Road. Santa Fe Avenue has 11-foot wide travel lanes, but is otherwise typical for a minor local road.

**SANTA FE AVENUE MINOR COLLECTOR PROPOSED IMPROVEMENTS**

1. Provision of 4.5-foot wide sidewalks. Potential priority sidewalks shall be installed first as indicated on Figure 5.15.

**FIGURE 5.8 SANTA FE AVENUE MINOR COLLECTOR ROADWAY SECTION**
5.1.3 LOCAL ROADS

Local roads comprise a majority of the circulation network in Le Grand. Historically, local road sections varied depending on the types of land use they served. In general, local residential roads support lower traffic volumes.

Any new local road constructed within Le Grand should support a walkable community, while still serving local traffic. Figure 5.9 illustrates the typical local road section used by the County of Merced and adopted as part of its current Improvement Standards. This section indicates the minimum improvements that will be accepted for a new local road in Le Grand, with 10-foot wide travel lanes, 4.5-foot wide sidewalks, and 2-foot, 7-inch wide gutters. However, existing road sections vary significantly.

LOCAL ROADS PROPOSED IMPROVEMENTS

1. Provision of 4.5-foot wide sidewalks as indicated in Figure 5.9 and provided in conjunction with proposed residential development. Potential priority sidewalks shall be installed first.

2. Provision of section enhancements (e.g. landscaping, parking, and bike lanes) by developers with County approval.

FIGURE 5.9 MERCED COUNTY LOCAL ROADWAY SECTION
McKee Street
McKee Street runs from Le Grand Road to the southern Community Plan boundary. Bordering Le Grand High School, McKee Street directs traffic from residential neighborhoods towards high-activity areas, particularly during the beginning and end of the school day. A typical section of the street is characterized by 12-foot travel lanes; however, lane widths vary based on the provision of sidewalks, road shoulder widths, and existing development.

**MCKEE STREET PROPOSED IMPROVEMENTS**

1. Provision of a Class III bike route between Le Grand Avenue and the southern Community Plan boundary.

Cook Street
Cook Street runs from Le Grand Road to the southern Community Plan boundary, collecting traffic from other local residential roads. Cook Street’s right-of-way widths are typical of a local road; however, a majority of the blocks do not have curbs or sidewalks.

**COOK STREET PROPOSED IMPROVEMENTS**

1. Provision of a Class III bike route between Le Grand Avenue and the southern Community Plan boundary.
2. Provision of bulb-outs, speed tables, and/or other traffic calming devices at intersections, provided in conjunction with proposed residential development.

5.1.4 Cul-de-Sacs
Cul-de-sacs are local roads that are enclosed at one end, preventing through traffic. They are typically used in residential neighborhoods to discourage non-residential traffic, promote a sense of community, and reduce potential vehicle/pedestrian conflicts, especially for playing children. “Open-ended” cul-de-sacs with pedestrian and bicycle passageways along the enclosed end are encouraged within Le Grand, as they provide access between neighborhoods and roadways. “Dead-end” cul-de-sacs, which are completely enclosed, are discouraged.
5.2 GATEWAYS AND PLAZAS

Community gateways are typically located along public roadways close to a community boundary. They are used to create or reinforce a sense of place by making a positive statement about the identity of that community. Gateways create an initial impression of a community for visitors and can be used as traffic calming features to modify the speed of vehicle traffic. Gateways also work particularly well when located on key transportation corridors controlled by the local government agency. Historically, Le Grand has benefited from the efforts of local service organizations who have installed and maintained community gateway entrance signs at the Veterans of Foreign Wars (VFW) Hall on Le Grand Road, near the intersection with the western urban boundary.

This Plan designates the following additional locations for future improvement as Community Gateways (See Figure 5.11) and/or Community Plazas:

1. The intersection of Santa Fe Avenue and Savana Road
2. The intersection of Le Grand Road and Santa Fe Avenue
3. The intersection of Jefferson Street and Santa Fe Avenue
4. The intersection of Jefferson Street and Washington Street

Any private or public development proposed on land in the vicinity of these locations shall contribute to the creation and/or maintenance of a Gateway feature or Community Plaza. Gateway features should incorporate the following design elements:

- A traffic calming feature to slow vehicle speeds;
- A community sign with lighting;
- Landscaping;
- Public art; and
- Outdoor seating.
Circulation
Chapter Five

LE GRAND COMMUNITY PLAN

COMMUNITY PLAN
BOUNDARY
COMMUNITY PLAN
BOUNDARY
COMMUNITY PLAN
BOUNDARY
COMMUNITY PLAN
BOUNDARY

Fresno Road
Jefferson Street
Jackson Street
Cunningham Road
Polk Street
Truman Ave
Kennedy St
Adams Street
McKee Street
McDowell Street
Washington Street
Ford Street
Cook Street
Santa Fe Avenue
Le Grand Road
Murdock Street
Marshall Street
Woodrow Street
Ogle Avenue
Wilson Street
Madison Street
Monroe Street
Fillmore Ct
Taft Taylor
Chapman Road
Hainline Avenue
Santa Fe Avenue
Jefferson Street
Savana Road
Railroad Avenue

FIGURE 5.11  PROPOSED COMMUNITY GATEWAYS

Gateways
Potential Downtown Plaza
5.3 TRAFFIC CALMING

Traffic calming refers to roadway and streetscape design features that can be used to influence the behavior of automobiles to produce a safer, more pedestrian-friendly community. Traffic calming devices influence traffic volumes and speeds to promote safety along specific stretches of road, as well as at high volume intersections. Their presence may result in a reduced number of vehicle collisions, enhance the quality of life in the community, and provide additional safety. Along Santa Fe Avenue and Le Grand Road, traffic calming may encompass improving intersections for pedestrian safety, with strategies such as narrowed intersections, to provide shorter crossing distances for pedestrians or enhanced paving to slow automobiles.

Traffic calming devices may include speed humps, speed tables, raised crosswalks, raised intersections, traffic circles, roundabouts, chicanes, chokers, bulb-outs, and center islands. With the appropriate design, any of the above referenced traffic calming measures has the potential to be used successfully in Le Grand.

5.3.1 SPEED TABLES

Speed tables are flat-topped speed humps that raise the entire wheelbase of passing vehicles, slowing down traffic speeds. They are typically located along streets with frequent pedestrian activity, and used as mid-block crosswalks. Speed tables may be further distinguished through the use of special paving materials or landscaping along the curb. Within the Community Plan area, speed tables are encouraged near the neighborhood parks and in the downtown area. Locations that could benefit from the provision of speed tables are shown on Figure 5.14.

5.2.3 BULB OUTS

Intersection bulb-outs reduce the paved surface width of a street at an intersection, serving two purposes: influencing traffic movements and providing safer pedestrian crossings. Pedestrian crossings become safer at intersections with bulb-outs because vehicular speeds tend to decrease as a street narrows. Bulb-outs are strongly encouraged within the Community Plan at intersections near schools, parks, or any street that may be identified as a walking route to local schools. These bulb-out locations may include special paving that does not decrease driver sight lines at intersections.
FIGURE 5.14  TRAFFIC CALMING AREAS
5.4 PEDESTRIAN FACILITIES

When the first residential neighborhoods in Le Grand were built, dedicated bicycle lanes and pedestrian sidewalks were not needed, as motor vehicle traffic was minimal and moved relatively slowly. The growth in motor vehicle use in the twentieth century also saw the arrival of conflicts between travel modes (motor vehicles and pedestrians, motor vehicles, and bicycles) that had not previously existed. With the desire for high speed personal mobility characterizing much of society, the most effective solution for resolving these new conflicts is the separation of travel mode choices.

Per the County standard street sections reflected in Figures 5.2-5.9, new residential neighborhoods are required to provide sidewalks as a requirement of subdivision approval. This Community Plan also prioritizes the construction of sidewalks in locations that present a potential barrier to the safe movement of pedestrians, near Le Grand’s schools, parks, and downtown.

5.4.1 SIDEWALKS

As depicted in Figure 5.15, proposed priority sidewalks are located along Le Grand Road, Santa Fe Avenue, and Fresno Road. These roadways are major and minor collectors that pose greater risks to pedestrians and residents facing the street. Le Grand Road is bordered by the community’s parks and schools, and experiences significant pedestrian and vehicular traffic; the proposed sidewalks facilitate safer passage between neighborhoods and high-activity land uses. Sidewalks are also prioritized along Washington Street, McDowell Street, McKee Street, and Cook Street, which provide access from residential neighborhoods to Le Grand’s downtown and public amenities.

Potential sidewalks are proposed along Le Grand Road, west of McKee Street; Jefferson Street, east of Santa Fe Avenue, and on local roads. These roadways experience lower pedestrian and/or vehicular traffic volumes, resulting in fewer potential conflicts. While these locations are not high priority issues, the provision of sidewalks would contribute to Le Grand’s overall safety and quality of life.

5.4.2 MULTIUSE TRAILS

A conceptual multiuse trail network is proposed in Le Grand. A network of trails are envisioned to link highly-trafficked public land uses, such as schools or parks, with associated residential land uses. Potential multiuse trails are located along Santa Fe Avenue, Fresno Road, and Cunningham Road. These trails are to supplement proposed facilities north of Le Grand, along the Mariposa Creek corridor. Additional multiuse trails run parallel to Truman Avenue and Ford Street, to be provided in conjunction with new residential development. See Figure 5.16.
FIGURE 5.15  EXISTING AND PROPOSED SIDEWALKS
5.5 BICYCLE FACILITIES

Riding a bicycle is a low cost and healthy alternative to driving a car. Additionally, bicycle and pedestrian facilities can play an active role in building a sense of community by providing opportunities for residents to directly interact with their neighbors.

This Community Plan proposes Class II bike lanes along Le Grand Road, Jefferson Street, and the west side of Santa Fe Avenue, forming a connected bicycle circulation network. A Class II bike lane is defined by CalTrans as a bike facility that shares the street with motor vehicles, identified by a solid line on the ground. (Source: CalTrans Highway Design Manual). These roadways are major collectors with significant pedestrian and vehicular traffic, where designated bicycle routes increase overall safety. These proposed bike lanes will provide access to low capacity roadways, where bicycles can safely share the travel lane without additional provisions. Class III bike routes are proposed along Cook Street and McKee Street. Class III bike routes share the street with motor vehicles, and provide signage, not road markings, to designate the route.

A multiuse bicycle facility is identified along Cunningham Road, Fresno Road, and the eastern side of Santa Fe Avenue, directing traffic between the Community Plan area and agricultural lands to Mariposa Creek corridor in the north. Although the trail connections indicated along Cunningham Road are outside of the Community Plan area boundary, implementation of such improvements has not been considered by this Plan. Additional multiuse bike facilities are proposed along minor collectors and local roads indicated in Figure 5.16.

5.6 PUBLIC TRANSIT

Public transit service to Le Grand is provided by Merced County Transit (“The Bus”) through the Route 9 Merced, Planada, and Le Grand shuttle (Figure 5.17). The Bus is managed by the Merced County Association of Governments (MCAG). Service has historically been provided six days a week, with no service provided on Sundays. However, beginning in 2013, service was extended to include a limited schedule on Sundays. Using the existing route, The Bus takes approximately 45 minutes to travel from Le Grand to Merced. Several bus stops are located within the community, but the only stop with a bench for waiting passengers is located in front of the Courts building, near the intersection of Jefferson Street and Le Grand Road. “The Bus” service is supplemented by a para-transit or “dial-a-ride” service, which is primarily available to senior citizens aged 60 or over and persons with disabilities.
FIGURE 5.16 PROPOSED BICYCLE FACILITIES

- ■ ■ ■ ■ Potential Class II Lane
- ■ ■ ■ Potential Class III Route
- ■ ■ Potential Multiuse Trail
Planada Commuter Route “P”

Bus Stop

Direction of Route

Quarter Mile Radius (5 minute walk)

FIGURE 5.17 MERCED COUNTY TRANSIT AUTHORITY BUS ROUTE
Public transit to the small community of Le Grand is limited, due in part the large expanse of Merced County. Both this Community Plan and provided public input support public transit, as it provides increased mobility options for all residents. Future public and private development proposed under the guidance of this Community Plan should consider integrating public transit facilities in proposed designs. Providing convenient, reliable access to public transit in the community will improve overall public transit ridership.

New public transit routes and bus stops should be planned and located in areas of high public activity, no more than a five-minute walk (1/4 mile) from residential neighborhoods. An example of high activity land use could include a school or retail building. Bus stops should be well marked and provide adequate shade, seating, and shelter.

### 5.7 Le Grand Bypass

Members of the Le Grand MAC have expressed ongoing concerns that truck traffic heading to and from the existing aggregate mine (located to the east of the Community Plan area) has continued negative effects on the community’s health, safety, and welfare. Community members have consistently expressed a desire to see this traffic entirely removed from local roads within Le Grand.

One solution is the design and construction of a new road that would allow east-west traffic to bypass the existing community entirely. Such a project would be costly and under present conditions potentially unlikely to receive State or federal assistance. The availability of local funds for such a project is also uncertain. Given these existing circumstances, this Community Plan does not propose a specific route alignment for the bypass but rather provides a suggestion for a possible alternative route that can accommodate trucks (see Figure 5.1). However, should these conditions change and funding for the project becomes available, the County will initiate a review process that may require an amendment of this Chapter and preparation of a specific bypass design for public review and adoption.
5.8 CIRCULATION GOALS AND POLICIES

5.8.1 STREET SYSTEM GOALS AND POLICIES

Goal C-1 Local Street System

Provide and maintain a local street system that allows for the safe and efficient movement of vehicles, bicycles, and pedestrians.

Policy C-1 Multimodal Street Design (Complete Streets)

New streets, redesigns, or expansions of existing streets shall accommodate pedestrians, bicycles, and transit where identified on Figure 5.1 and consistent with Figures 5.15, 5.16, and 5.17.

Policy C-2 Through Streets (Connectivity)

Dead-end streets that do not include pedestrian access, such as cul-de-sacs, shall be discouraged, while through streets shall be encouraged to help reduce vehicle miles traveled, minimize congestion, and help minimize emergency response times. See also Master Plan Concepts in Appendix A.

Goal C-2 Interconnected Circulation

An interconnected circulation system between various land uses and neighborhoods shall be established within the community.

Goal C-3 Roadway Connections

Improve roadway connections between new and existing neighborhoods.

Goal C-4 Truck Routes

Create an alternate truck circulation route that would minimize impacts of through truck traffic on the community.

Policy C-3 Fee Ordinance Update

Update the local Bridge and Major Thoroughfare fee ordinance to ensure new development pays its fair share of community circulation improvements.

Policy C-4 Truck Route Study

Study of the feasibility of providing truck route improvements on Savana Road and the western-most boundary of the Community Plan area north of Le Grand Road in the permitting of projects fronting this street.
Chapter Five

CIRCULATION

Policy C-5  Intersection Study
Study the intersection of Santa Fe Avenue and Le Grand Road to determine if realignment is needed to resolve safety and efficiency concerns.

5.8.2 GATEWAY POLICY

Policy C-6  Gateway Maintenance
Any public or private development proposed within the vicinity of a gateway (see Figure 5.11) shall contribute to the creation and/or maintenance of that gateway.

5.8.3 PEDESTRIAN FACILITIES GOAL AND POLICY

Goal C-5  Pedestrian and Bicycle Facilities
Promote a healthy community by providing a comprehensive pedestrian and bicycle facility network.

Policy C-7  School Walking Routes
The provision of new/improved pedestrian facilities shall be prioritized on streets that are identified as preferred walking routes to local schools.

Policy C-8  School Safe-Route Funding
The County will coordinate with local school districts to obtain safe-route to school project funding.

5.8.4 BICYCLE FACILITIES POLICIES

Policy C-9  Provision of Bicycle Facilities
On- and off-street bicycle facilities shall be provided and integrated within the community consistent with Figure 5-16.

Policy C-10  Modifying Roadways
Existing public roadways shall be modified or re-striped to safely include a designated bicycle lane where identified on Figure 5-16.
Policy C-11 School Safe-Route Funding
The County will coordinate with local school districts to obtain safe-route to school project funding.

5.8.5 PUBLIC TRANSIT GOALS AND POLICIES

Goal C-6 Enhanced Transit Options
Support and enhance transit options as an integral part of new public and private developments, including provision of additional stops.

Policy C-12 Location of Transit Stops
Transit routes and stops shall be located in, or immediately adjacent to, high activity land uses.

Policy C-13 Funding for Transit Stops
The County shall work with funding agencies and private developers to secure the provision of shelters and seating at public transit stops.

5.8.6 LE GRAND BYPASS POLICY

Policy C-14 Le Grand Bypass
Should funding become available for a Le Grand community bypass, Merced County shall initiate a coordinated process to amend this Chapter of the Community Plan, identify the most feasible bypass alignment, and produce a design for public review and possible adoption.
6.0 INTRODUCTION

The purpose of this Chapter is to identify existing and future opportunities for recreational and open space land uses in Le Grand as well as to discuss the conservation of potential cultural resources. Open space refers to land void of urban development and may include natural open space, parks, agriculture, and trail corridors. In Le Grand, there are no Open Space designated lands, however, there are a series of existing and proposed parks that serve as recreational open space. Cultural resources refers to the potential presence of significant historical, archaeological, and/or paleontological resources.

This Chapter discusses the open space and conservation resources within the Community Plan boundary and includes goals and policies for ensuring protection, enhancement, and/or expansion of these valuable resources.

6.1 PARKS

Parks provide community residents with active public spaces that serve as focal points. The Community Plan land use plan does not propose any new, large recreational land uses, but focuses on opportunities for improving existing facilities and providing neighborhood-scale parks that address the needs of new residential neighborhoods.

Current state and county standards require a minimum of three (3) acres of public parkland be provided for every one thousand (1,000) community residents. The Community currently includes approximately four acres total of parkland. By the year 2035, the projected demand at build-out is approximately 11.1 acres, with 7.1 additional acres of parkland development needed (see Table 6-1). New parkland and/or in-lieu fees shall be provided by developers in conjunction with new residential development.

<table>
<thead>
<tr>
<th>EXISTING ACRES</th>
<th>EXISTING POPULATION</th>
<th>BUILD-OUT POPULATION IN 2035</th>
<th>ADDITIONAL ACREAGE NEEDED AT BUILD-OUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 acres</td>
<td>1,659</td>
<td>3,697</td>
<td>7.1 acres</td>
</tr>
</tbody>
</table>

Notes: Requirement based on the provision of 3 acres of public parkland per 1,000 people. Assumes 1.38% annual growth rate.
6.1.1 COMMUNITY PARKS

In community surveys, Le Grand's existing parks – Le Grand Elementary Sports Park (Le Grand Sports Park) and Le Grand Community Park – were identified as critical assets to maintain and improve. These existing community parks are located in the center of town along Le Grand Road and Jefferson Street, across the street from the high school and elementary school. The parks are highly frequented by residents, and account for four acres of recreational land use within the Community Plan area.

Facilities at Le Grand Sports Park include sports fields, a playground, and a community center. The park also includes traditional open park space and a pedestrian pathway along the street. Le Grand Community Park is significantly smaller, characterized by a gridded pattern of trees that provide opportunities for scenic, passive recreation. The park is bordered by traditional picnic benches, with additional seating and cooking spaces on the eastern corner.

Improvements to community parks will be determined by the availability of funding and the community's recreational needs. Opportunities for improvement may also be constrained by the parks' existing conditions. In particular, land in the northern portion of Le Grand Sports Park is occupied by on-grade solar panels, reducing the amount of open space available. Le Grand Park may also contain obstructions that impede on additional recreational opportunities. No new community parks are planned.

6.1.2 NEIGHBORHOOD PARKS

Neighborhood parks provide recreational opportunities to residents within a half-mile radius and range from one to seven acres in size. A minimum of three acres per every 1,000 residents of parkland is encouraged (Source: 2030 Merced County General Plan). These parks offer activities such as playgrounds, picnic areas, or passive spaces. Figure 6.2 identifies potential locations for neighborhood parks in northern, western, and southern Le Grand. Parks are proposed on land designated for residential development where they will serve the immediate community. The size of any new neighborhood park will be determined by the number of residents it is expected to serve and the funding available for developing and maintaining permanent activity-oriented facilities. Potential locations for neighborhood parks are indicated with a green dot on Figure 6.2.
Chapter Six
OPEN SPACE & CONSERVATION

FIGURE 6.2 EXISTING COMMUNITY AND PROPOSED NEIGHBORHOOD PARK LOCATIONS
6.1.3 POCKET PARKS

Pocket parks are small public and/or private spaces that serve a single neighborhood. Less than one acre in size, these parks have limited recreational opportunities, often providing two complementary activities like a playground and benches, or public artwork and a quiet seating area. At this scale, pocket parks have low initial costs and can be constructed by a developer, grassroots organization, local government agency, or combination thereof. Pocket parks focus primarily on design, furnishing, and maintenance costs, not land acquisition. They may take advantage of vacant or derelict properties to enhance the quality of life in Le Grand’s residential areas. Locations for pocket parks are not identified in the Community Plan, and should be guided by the needs of Le Grand’s residents and the feasibility of each individual park.

Figure 6.2 proposes an integrated plaza/pocket park and community gateway at the intersection of Jefferson Street and Santa Fe Avenue. The plaza serves as a focal point for the northeastern side of the Jefferson Street corridor, and should be developed on a vacant parcel in close proximity to the intersection. The plaza may include seating, shading devices, or other design elements that are appropriate for a small-scale public gathering space. Specific uses and activities should be determined by the siting, community needs, and the availability of funding for construction and maintenance.

6.2 TRAILS

Public trails provide active and passive recreational opportunities and enhance the quality of life for a Community’s residents. Although, minimal trails are proposed within Le Grand, a community wide trail is indicated alongside the west of Santa Fe Avenue. Other trails are intended to connect Truman Avenue to Le Grand Road, Cook Street to Fresno Road, and essentially connect Le Grand to the Mariposa Creek trail corridor intended in the north. This Community Plan does not provide implementation measures for such trail connections to the creek corridor. Non-governmental organizations as well as local service organizations are encouraged to explore potential trail alignments, especially once Mariposa Creek trail facilities are available.
6.3 AGRICULTURE

Agriculture is a significant component of Merced County and Le Grand’s environmental, economic, and cultural context. No agriculturally designated lands are provided within the Community Plan area boundary. However, prominent agricultural operations including Live Oak Farms and almond processing plants are located in close proximity to the Community Plan area. The Community Plan Land Use Plan distribution of land uses strives to balance the growing urban needs of Le Grand’s residents with the existing agricultural lands surrounding the Community Plan boundary, and recognizes that conflicts may occur. The following section describes an agriculture buffer mitigation policy that protects valuable agricultural lands and ensures continued economic viability of farming operations in Le Grand.

6.3.1 AGRICULTURAL BUFFER

The Merced County General Plan establishes a minimum 200-foot buffer between residences and agricultural areas. The buffer may incorporate appropriate transitional features, including roads, canals, trails, and open space. Buffers for other urban land uses are determined in consultation with the Merced County Agricultural Commissioner (MCAC). Figure 6-3 illustrates the locations of agricultural buffers within Le Grand.

Existing residential units located within a 200-foot agriculture buffer may remain within the buffer but are subject to the nonconforming use requirements in Chapter 10.8 – Nonconforming Uses. (Source: Merced County General Plan, Policy AG-3.2)

6.4 BIOLOGICAL RESOURCES

6.4.1 MARIPOSA CREEK

Mariposa Creek is a riparian corridor running in the southwest direction from the County of Mariposa in the Sierra Nevada range to San Joaquin Valley. The Merced County General Plan identifies the creek as a scenic vista that provides opportunities for open space land uses and a multi-modal transportation network along the corridor. The creek sits ¼ mile north of the Le Grand community boundary, and is accessible via Santa Cruz Avenue, Fresno Road, and Cunningham Road.

Though Mariposa Creek does not enter the Community Plan area, the community recognizes that the creek corridor is a significant environmental and aesthetic resource which affects the wellbeing of current and future Le Grand residents. The creek also provides vital opportunities for open space recreation that are currently unavailable in the Community Plan area. The Community Plan Circulation Chapter suggests trail connections to the creek corridor, however, implementation of such improvements has not been considered by this Plan.
Chapter Six
OPEN SPACE & CONSERVATION

LE GRAND COMMUNITY PLAN

COMMUNITY PLAN
BOUNDARY
COMMUNITY PLAN
BOUNDARY
COMMUNITY PLAN
BOUNDARY
COMMUNITY PLAN
BOUNDARY

Very Low Density Residential
Low Density Residential
Medium Density Residential
High Density Residential
200' Agriculture Buffer

FIGURE 6.3 AGRICULTURE BUFFER LOCATIONS
6.5 CULTURAL RESOURCES

Numerous cultural resource surveys have been completed in Le Grand and surrounding areas, however no surveys have been submitted to the Central California Information Center, the Merced County designated repository. No sacred land and/or tribal cultural resources have been identified in the Community Plan area.

6.5.1 PALEONTOLOGICAL RESOURCES

A paleontological resource is a fossilized remain, trace, or imprint of an organism protected in or on the earth’s crust. These resources offer information regarding history of life and its related changes, with the exception of archaeological resources. Although paleontological resources have been located in western Merced County, no identifications have been made.

6.6 OPEN SPACE AND CONSERVATION GOALS

Goal OSC-1 Existing Parks
Support the protection and enhancement of existing parks in Le Grand.

Goal OSC-2 New Neighborhood and Pocket Parks
Provide for the creation of new neighborhood and pocket parks that can be accessed on foot or bicycle, by local residents.

Goal OSC-2 Integrating New Parks
Integrate new parks within existing community, including locating parks within, or directly adjacent to, existing neighborhoods and retaining existing trees, landscaping, and other vegetation to maximum extent possible.

Goal OSC-3 General Plan Consistency
Provide parkland consistent with the Merced County’s General Plan policy of 3 acres of parkland per 1,000 residents minimum.
6.6.1 COMMUNITY PARK GOAL AND POLICIES

Goal OSC-4  Community Park Maintenance
Maintain and improve existing community parks.

Policy OSC-1  Community Outreach
A comprehensive community outreach program to discuss improvements to existing community parks shall be conducted beforehand.

6.6.2 NEIGHBORHOOD PARK GOAL AND POLICIES

Goal OSC-5  Location of Neighborhood Parks
Locate neighborhood parks within the general areas designated in Figure 6.2, so the need to cross a collector road to gain park access is minimized.

Policy OSC-2  Street Crossings
The need for users to cross a collector road to gain access to a neighborhood park should be minimized.

Policy OSC-3  Community Outreach
Where a neighborhood park is to be provided as part of a residential (or other private) development, specific opportunities shall be provided to community residents and the Le Grand Municipal Advisory Council to review and comment on the proposed park program and design.

Policy OSC-4  Recreational Opportunities
Neighborhood parks shall provide a range of active and passive recreational opportunities.

Policy OSC-5  Parking
Neighborhood parks may be designed to provide fewer parking spaces for vehicles than required by County standards in order to allow more space for recreation and encourage the use of non-motorized transportation.
6.6.3 POCKET PARK GOAL AND POLICIES

Goal OSC-6 Location of Pocket Parks

Provide at least one pocket park within reasonable walking distance (5 minutes) of each existing residence in Le Grand. A pocket park should also be accessible to a resident without it being necessary for them to cross a collector street.

Policy OSC-6 Street Crossings

The need for users to cross a collector road to gain access to a pocket park should be minimized.

Policy OSC-7 Park Fixtures

Donations for park fixtures shall be solicited from local and national businesses, individuals (including artists), and volunteer organizations.

Policy OSC-8 Pocket Park Maintenance

Opportunities shall be explored to encourage direct support for pocket park creation, maintenance, and enhancement by local residents.

6.6.4 AGRICULTURAL RESOURCE POLICIES

Policy OSC-9 Agriculture Buffer

The Merced County General Plan policy shall be recognized that requires a minimum 200' wide buffer between agriculture and residential structures.
6.6.5 BIOLOGICAL RESOURCE GOAL AND POLICY

Goal OSC-7 Protecting Special-Status Species

Protect special-status species and their habitat in accordance with federal and state regulatory requirements.

Policy OSC-10 Identifying Special-Status Species

Potential special-status species habitat shall be surveyed and identified prior to development activity where special-status species are known to live.

6.6.6 CULTURAL RESOURCE GOALS AND POLICIES

Goal OSC-8 Preserving Cultural Resources

Preserve archaeological, paleontological, and historical resources.

Goal OSC-9 Identifying Historic Places

Identify, inventory, and register historic sites, buildings, and structures.

Policy OSC-11 Protecting Historic Places

Buildings and sites shall be protected that are found to be eligible for listing on the National Register of Historic Places or the California Register of Historic resources, or that are determined to be of historic significance to the community of Le Grand and/or Merced County.

Policy OSC-12 Protecting Archaeological Findings

Disturbance to and/or destruction of archaeological sites and artifacts shall be avoided.
7.0 INTRODUCTION

This Chapter provides goals and policies to mitigate existing and future noise pollution, and discusses the specific noise-related issues that impact the Community Plan area. Noise in Le Grand is primarily generated by vehicular traffic, trucks, trains, and commercial/industrial operations. These noises often conflict with certain land uses, and can impact the quality of life and environment of the community. While most noise levels cannot be entirely eliminated, they can be significantly reduced to the benefit of the entire community. Noise-sensitive land uses include residences, religious institutions, libraries, and schools. Open-air land uses, like parks or community gathering spaces, may also encounter noise related issues.

The General Plan provides sufficient policy direction for noise-related issues; therefore, minimal additional policies have been provided specifically for Le Grand. The Community Plan bases all noise assessments on the day-night average sound level (Ldn), a scale used to determine land use compatibility. The Ldn rating represents the average noise levels (in decibels) at a location for a 24-hour period, with upward adjustments added to account for increased noise sensitivity in the evening and night periods. Land Use Guiding Principle E aims to “minimize conflicts between noise-sensitive and noise-generating land uses for existing and future land uses through siting, buffering, and other identified business practices.”
7.1 VEHICULAR TRAFFIC

Le Grand’s major collector streets contribute significantly to the noise environment within the Community Plan area. General commercial and mixed-use land designations are supported along Santa Fe Avenue and Jefferson Street, and generate higher noise levels from incoming and outgoing traffic. Along Le Grand Road, Le Grand Elementary School and High School attract additional traffic.

As a result, residences and schools that abut these commercially designated areas and high capacity roadways may experience noise-related issues. Reducing the effects of vehicle noise involves identifying and integrating noise attenuation measures in new buildings, reducing interior sound levels, traffic calming measures, and working with the Highway Patrol to enforce vehicle code regulations for excessive exhaust and engine noise.

The Merced County General Plan specifies that traffic noise levels at or below 65 dBA Ldn are compatible with all residential uses and office buildings if sound attenuation measures reduce interior noise levels to 45 dBA Ldn. Traffic noise levels for playgrounds and parks are not to exceed 70 dBA Ldn. All churches, meeting halls, schools, libraries, and other related uses are not to surpass 65 dBA Ldn outdoors and 40 dBA Ldn indoors.

7.2 RAILROAD

The Burlington Northern-Santa Fe Railroad runs along the northeast corner of the Community Plan area, parallel to Santa Fe Avenue. While the railroad does not run through a majority of Le Grand, passing trains contribute to ambient noise levels near new and existing commercial uses, and exceed 65 dBA Ldn within the Community Plan area. Merced County General Plan specifies interior noise levels must be reduced to 50 dBA Ldn for commercial buildings.
7.3 COMMERCIAL ACTIVITY

Le Grand is an agricultural community with several business operations supported by railroad and motor vehicles. Commercial deliveries occur during late night and early morning hours, generating noise that can affect nearby residences. Wherever possible, it is important to encourage site design techniques that help to reduce the effect of noise from commercial operations for new commercial uses on existing and future commercial and residential developments. The Merced County General Plan specifies that interior noise levels must be reduced to 50 dBA Ldn for commercial buildings.

7.4 AGRICULTURAL INDUSTRIAL ACTIVITY

Agricultural land uses surround the Community Plan area and contribute to Le Grand's ambient noise environment. Due to the wide variety of industrial and agricultural operations which may occur, noise levels vary considerably. For this reason, new development shall be responsible for mitigating noise levels to a level consistent with County Ldn standards. The Merced County General Plan requires agricultural buffers between non-agricultural uses and adjacent agricultural operations, as well as a 200-foot buffer between new residential development and existing agricultural operations.

The industrial land designation may also pose conflicts with other land uses. Industrial facilities are subject to noise regulations by federal and state employee health regulations that do not account for exterior noise emissions and their impacts on residential areas.

In addition, Le Grand residents identified frequent truck traffic along Le Grand Road as a topic of concern for their community. The Community Plan recommends that Le Grand Road undergo a study to determine whether truck noise levels are significant enough to require mitigation strategies.
7.5 **NOISE GOAL AND POLICIES**

**Goal N-1  Reducing Noise**

Reduce excessive noise that affects noise-sensitive land uses.

**Policy N-1  Commercial Site Design**

Site design techniques shall be utilized to reduce the effects of noise from existing commercial operations and for new commercial uses so that the existing community is protected from excessive noise.

**Policy N-2  Residential Development**

New residential development within ¼ mile of Le Grand High School shall provide noise attenuation measures to ensure that noise from high school activities will not be disruptive or exceed County standards, based on a noise study.
8.0 INTRODUCTION

This Chapter addresses public infrastructure and services necessary to support the current and future residents of Le Grand. Public infrastructure facilities include water, wastewater, and stormwater drainage. Public services addressed in this Chapter include schools, fire protection, and law enforcement. One of the goals of the Community Plan is to ensure an efficient and self-sustaining system of public facilities and services infrastructure.

8.1 PUBLIC INFRASTRUCTURE

The Le Grand Community Services District (CSD) provides municipal water and wastewater services to the Community. As land within the Community Plan area boundary is considered for development that is not presently in the Le Grand CSD, it will need to be annexed into the CSD to receive these municipal services. The CSD is responsible for the placement and maintenance of these critical public infrastructure facilities.

To facilitate orderly and managed growth for the CSD, the Community Plan requires preparation of Infrastructure Plans as a means of providing for a phased approach to implementing public infrastructure. In addition, the Le Grand CSD will revise connection fees and may establish new funding mechanisms to ensure costs to provide infrastructure is covered by all new applicants.

8.2 WATER SERVICES

Le Grand CSD provides municipal water services to the Community from the Merced Groundwater Basin using two primary groundwater wells and one standby well, with depths ranging from 340 to 416 feet. Combined peak domestic water capacity is approximately 1.8 million gallons per day (mgd) and average usage is 0.96 mgd. Residential units that are currently located in the Plan Area boundary, but are not within the CSD boundary receive potable water from other sources. The CSD serves approximately 500 customers, with an additional 625 hookups possible with build-out of the Community Plan.
Currently, the Le Grand CSD water service is sufficient; however, may become deficit due to groundwater overdraft. The three wells, which includes the standby well, pump domestic water to the Le Grand community from a ‘high priority groundwater basin, as deemed by the California Department of Water Resources (DWR). This is because of the severe overdraft from both urban and agricultural uses. According to DWR, the Merced Groundwater Basin is being depleted at a rate of 54,000 acre-feet per year (afy) for urban uses and 492,000 afy for agricultural uses. Pumping groundwater has caused ground subsidence in the basin vicinity, most likely cause of recent years of drought.

### 8.3 WASTEWATER SERVICES

The Le Grand Community Services District (CSD) provides wastewater service to the Plan Area via a wastewater treatment plant (WWTP) located to the southwest of the community. The WWTP has a design capacity of approximately 350,000 gallons per day (gpd) and a daily average flow of approximately 154,000 gpd. The CSD facility also includes one lift station.

Residential units and businesses outside of the Le Grand CSD that do not receive wastewater service from the District, rely on individual septic systems for wastewater disposal and treatments. Similar to municipal water service, residential units and businesses within the new Community Plan boundary will need to connect to the District to receive wastewater services.

The existing facilities are currently meeting community demand; however, as the community population may grow, it is assumed a facility expansion will be necessary, likely with the addition of one or two lift stations.

### 8.4 STORMWATER DRAINAGE

A small portion of the Plan Area is located in the 100-year floodplain, generally north of Washington Street, west of railroad tracks and north of Jefferson Street east of the railroad tracks. Storm drainage facilities include existing roadside ditches, curbs, and gutters, with no known flooding issues. The County also maintains stormwater basins in the area. These are maintained through a property tax assessment on individual ‘Zones of Benefit’ and no deficiencies have been identified.

Other alternatives to drainage may be explored on a project by project basis, or examined as a part of a public facilities and services plan, but will need final approval from the Merced County Service Area (CSA).
8.5 PUBLIC SCHOOLS


No new schools are proposed, although existing schools may be expanded to accommodate growth in student population in conjunction with an increase in residential development.

8.6 FIRE PROTECTION

Merced County Fire Department offers full fire, rescue, and emergency medical services to all unincorporated areas in the County. Fire and emergency medical personnel are provided through contract by the State. Le Grand is designated as a Category 1 Land Use Area, which relates to the Levels of Services (LOS) provided by MCFD. LOS is determined by land use characteristics and distance from a Merced County Fire Station, which dictates anticipated response time. The Category 1 Land Use Area, is primarily commercial and residential (upwards of 20 dwelling units an acre) uses and an anticipated average emergency response time of 7 minutes.

Station Number 84 in Le Grand is comprised of a single fire engine and a water timber. The station is located at 3875 South Santa Fe Avenue, on the corner of Santa Fe and Jefferson Street. The station is staffed by two full-time Cal Fire employees, one allocated to each half of the week. Additional emergency response to the Plan Area is augmented with seven Paid Call Firefighters (PCF), or as previously title Volunteer Firefighters designated to the Le Grand area. The PCFs are paid hourly per call. Emergency response time to the Community Plan area is currently an approximate 5 minutes. In 2015, there were 362 calls for fire protection services, averaging 30.2 calls per month. The most common calls from fire protection services are regarding medical, vehicle, and vegetation fire responses.
Chapter Eight
INFRASTRUCTURE, PUBLIC FACILITIES, & SERVICES

The Community Plan establishes policies and implementation measures to fulfill this need by establishing fees to fund necessary system improvements. Additionally, County Fire Code requirements for provision of water supplies for adequate fire flow delivery for all development should also be provided. Fire station(s) will be staffed and equipped to appropriate levels that ensures timely response to fire and other emergency situations. There are no plans to expand fire, rescue, or emergency medical facilities in the Community Plan area.

8.7 LAW ENFORCEMENT

Law enforcement is provided by the Merced County Sheriff's Department within the Community Plan Area. Within the County, there are 3 primary stations (Merced, Los Banos, and North) with a total of 7 to 8 patrols on duty at any given time. Other deputies serve in schools and other community functions. The Merced County Sheriff's Merced Main Station in Merced (approximately 16 miles away) services the community of Le Grand. Law enforcement duties are based out of the Sheriff's Department main office located in the City of Merced. Emergency response time for the Sheriff's Department is currently less than 10 minutes.

8.8 GOALS AND POLICIES

Goal PS-1 Providing Public Facilities

Provide for an efficient and self-sustaining system of public facilities and services including infrastructure, schools, police, and fire protection to accommodate the needs of current and future residents of the Community of Le Grand.

Policy PS-1 Water, Sewer, and Storm Drainage

Development shall provide water, sewer, and storm drainage facilities to serve residents and businesses within the Community.

Policy PS-2 New Development

As new development occurs; developers shall ensure adequate provision of public services.

1 Derived from data provided on www.mcoe.org in 2016
Goal PS-2  Constructing Public Infrastructure

Ensure public infrastructure is adequately funded and constructed in a timely, phased approach, rather than a piecemeal approach.

Policy PS-3  Financing Public Facilities

Development shall finance necessary public facilities and fund their operation through the establishment of development impact fees, facility charges, capital replacement fees and assessments or through other measures identified to obtain adequate public facility construction and operation funding.

Goal PS-3  Providing Educational Facilities

Provide for the K-12 educational needs of Le Grand.

Policy PS-4  Le Grand Unified School District

Merced County shall work with the Le Grand Unified School Districts to help meet the educational demands generated from community growth.

Goal PS-4  Providing Adequate School Sites

Ensure that schools are expanded as needed to serve increased enrollment.

Goal PS-5  Public Safety

Ensure that the public safety needs of residents in Le Grand are met.

Goal PS-6  Fire and Police Protection

Protect the residents of Le Grand from criminal activity and fire dangers.

Policy PS-5  Fire and Police Standards

The Community shall maintain Merced County levels of standards for fire and police protection.
Chapter Nine

COMMUNITY DESIGN

9.0 INTRODUCTION

Community Guiding Principle G of the Community Plan encourages enhancement of the existing rural, small town community character. This can be achieved by providing for review and approval of proposed project designs, encouraging use of traditional building materials, prohibiting incompatible design features, encouraging enhanced landscaping, and supporting proactive measures to deter blight and neighborhood decay. The purpose of this Chapter is to describe the design intent and community character of Le Grand, and provide design direction for the orientation, articulation, and character of buildings, neighborhood lighting, and landscaping. Design Guidelines found herein apply to new development and redevelopment projects proposed within the community boundary.

Design guidelines supplement development regulations found in Title 18 of the Merced County Zoning Ordinance, and provide direction on qualitative aspects of a development project. Guidelines are implemented during the development review process to encourage the highest level design quality, while simultaneously providing the flexibility necessary to encourage creativity from project designers. County planning staff shall be responsible for the interpretation and enforcement of Design Guidelines.

It is important to make a distinction between the two types of regulations. Development standards found in the County's municipal code are mandatory regulations that must ("shall") be satisfied by all development to which the standards apply. However, development projects are also subject to design guidelines included in this Chapter. Some guidelines may not apply in every circumstance and therefore should not be interpreted to be "always required". However, project applicants should demonstrate that they comply with the intent of the design guideline, where applicable. Design guidelines typically include the word "should."

9.1 RESIDENTIAL DESIGN GUIDELINES

The Land Use Map represented in Figure 4.1 allows for the development of a range of residential densities and housing types. In addition to detached single-family homes, the Community Plan also allows for duplex residences, triplexes, patio/courtyard homes, townhomes, cohousing cooperatives, and multifamily complexes.
The following guidelines should be considered in reviewing development and redevelopment of residential areas:

**9.1.1 RESIDENTIAL NEIGHBORHOOD AND SITE DESIGN**

**GENERAL RESIDENTIAL DESIGN GUIDELINES**

a. The maximum length of a block should be no more than 600 feet but may be up to 800 feet if intersecting with another street (e.g. T-intersection) or if roadway significantly changes in direction.

b. New neighborhoods should be designed to interconnect and integrate with surrounding neighborhoods. This should be accomplished in a manner that is consistent with the existing Le Grand character. Street design and connections with adjacent neighborhoods proposed for any subdivision should be specifically reviewed for consistency with this Community Plan by the Community and Economic Development Department.

c. Residential developments should be designed to promote walkability. Pedestrian connectivity should be a priority through the intentional use of crosswalks, pedestrian pathways, multi-modal trails providing ease of access to community facilities, services, and businesses.

**ATTACHED RESIDENTIAL DESIGN GUIDELINES**

d. Medium Density Residential attached housing should create a street presence similar to a neighborhood with detached product (e.g. front porches, entries facing the street, etc.).

e. For attached products, the principal vehicular access to the parking area should be enhanced with the use of colored, textured, and permeable paving treatments.

f. Multifamily parking lots should be located to the rear of a property to minimize visual impacts. Where parking lots cannot be completely hidden, they should be landscaped, or located behind a landscaped berm. If a berm is not practical, a low fence with landscaping or extended planting bed should be utilized.

g. Residences should be located to minimize the distance between parking areas and residential units.

h. Higher density developments should consider compatibility with the surrounding neighborhood when siting buildings and parking areas to minimize noise.

i. Convenient access to public or private parks should be incorporated into the project through the provision of bicycle and pedestrian pathways.

j. Where practical, courtyards, and/or other site features should be utilized to break up building massing and provide natural ventilation.
k. Building footprint and siting should maximize access to daylight, exterior views, and natural ventilation. Courtyards should be considered, to bring light and air into interior spaces.

9.1.2 RESIDENTIAL BUILDING FORM AND MASSING DESIGN GUIDELINES

GENERAL RESIDENTIAL DESIGN GUIDELINES

a. A mix of residential designs should be encouraged to give a neighborhood the appearance of having developed over time, rather than in one specific period.
b. New development within established neighborhoods should complement existing design and architectural themes.
c. A pedestrian friendly environment should be created by encouraging porches, windows, entry ways, and living spaces to be oriented towards the street.
d. Building heights and setbacks should be varied to add visual texture and interest to avoid flat and uninteresting facades and streetscapes.
e. Provide elevation variations in the design of structures to create visual interest. Avoid creating abrupt changes in the overall neighborhood character. No more than 25 percent of the residential units on a block should have identical architectural elevations.
f. Porches are strongly encouraged. Where provided, porches should have usable covered seating areas.
g. Individual building roof forms should vary to provide visual breaks in the neighborhood skyline.
h. The building form and massing of a residence, or group of residences, should complement overall neighborhood character.

ATTACHED RESIDENTIAL DESIGN GUIDELINES

i. Attached residential units should be designed and detailed to fit with the neighboring single-family detached and/or attached homes.
j. Higher density developments should minimize building massing through architectural variation and articulation that is compatible with surrounding lower density structures.
k. Attached buildings should provide varying architectural style and details as to appear as separate units.
l. Several smaller, compact building footprints, rather than one large building, should be utilized to provide an intimate scale and a more efficient envelope for optimizing daylighting and passive solar heating and cooling functions.
m. Where appropriate, the upper stories of multi-family buildings should be stepped back to reduce the scale of facades that face the street, courtyards, and/or open space areas.
n. To the extent practical, each unit should be individually recognizable. Methods to break up massing could include:

- Varying front setbacks within the same structure;
- Staggering and jogging unit planes;
- Designing a maximum of two (2) adjacent units with identical wall and roof lines; and/or
- Varying building orientations to avoid monotony and long garage door corridors.

o. Stairway projections should be integrated into the architectural massing and form. Stairways should be constructed using smooth stucco, plaster, or wood with complementary accent trim colors. Open metal, prefabricated stairs and second story exterior walkways are discouraged.

**9.1.3 RESIDENTIAL COLORS AND MATERIAL DESIGN GUIDELINES**

**GENERAL RESIDENTIAL DESIGN GUIDELINES**

a. The colors and materials of a residence, or group of residences, should complement overall neighborhood character.

b. Exterior wall materials, trim, and architectural details should be applied equally to all sides visible from public roads and public spaces, such as parks.

**ATTACHED RESIDENTIAL DESIGN GUIDELINES**

c. Materials selected for multi-family projects should be consistent with adjoining lower density neighborhood architecture and reflect a comparable quality of architecture.
9.1.4 RESIDENTIAL UTILITARIAN DESIGN GUIDELINES

DETACHED RESIDENTIAL DESIGN GUIDELINES

a. Utility and mechanical equipment (such as roof mounted air conditioners, coolers, antennas, and satellites) should be screened from public view.
b. Exterior light fixtures shall employ low intensity lighting that is directed towards the ground to prevent spillover onto adjacent properties. Cut-off fixtures shall be used to minimize light above the vertical plane.

ATTACHED RESIDENTIAL DESIGN GUIDELINES

c. For multi-family attached buildings, ground-mounted utility and mechanical equipment should be screened from view by a decorative architectural structure or landscape screening that is compatible with the adjacent development site’s architecture and landscaping. Such screening devices should be of a height equal to or greater than the height of the mechanical equipment being screened.
d. Trash enclosure and recycling storage areas should be located in convenient areas with reduced visual prominence, such as inside parking courts or at the end of parking bays.
e. Trash enclosures should incorporate a lighted access that meets applicable accessibility standards.
f. Trash enclosures should be located a minimum of fifty (50) feet from an existing single-family structure and from all school areas.

9.1.5 RESIDENTIAL GARAGE DESIGN GUIDELINES

DETACHED RESIDENTIAL DESIGN GUIDELINES

a. Garages should not exceed 40 percent of the first floor front elevation on lots greater than 5,000 square feet. This figure may be exceeded on smaller lots with design enhancements including one or more of the following: staggered garage doors, separated garage doors, trellises attached to garage walls, second story recess, and variation of first floor roof elements.
b. No single garage design should be predominant on any specific street. A mix of styles is strongly encouraged to avoid garage dominated streetscapes.
c. Garages should not represent a structure’s primary massing, but rather be set back further than the primary entry elevation when oriented toward the street.
ATTACHED RESIDENTIAL DESIGN GUIDELINES
d. Community accessory structures, detached garages, and accessory structures should incorporate compatible materials, scale, colors, architectural details, and roof slopes as the primary multi-family building or buildings they serve.

9.1.6 RESIDENTIAL LANDSCAPING AND OPEN SPACE DESIGN GUIDELINES

GENERAL RESIDENTIAL DESIGN GUIDELINES
a. Utilize plantings and select trees that provide summer shade and allow for winter solar gain whenever practical.
b. Integrate drought tolerant plants to conserve water, where practical.
c. Landscape design should promote water conservation and efficient irrigation through the appropriate grouping of plants with similar water requirements.

DETACHED RESIDENTIAL DESIGN GUIDELINES
d. Each residential lot should provide a minimum of one irrigated shade tree. The planting of additional trees is strongly encouraged.

ATTACHED RESIDENTIAL DESIGN GUIDELINES
e. Landscaping should be required for common use areas, street frontage areas, and street rights-of-way associated with multi-family development.
f. Landscaping in public parkways, medians, street edges, or common areas should be encouraged.
g. Common spaces should be designed with consideration for safety and security attained through good visibility and access.
h. Multi-family development should include courtyards and gathering areas that contain functional seating and community facilities (such as barbecues, children’s play equipment, and exercise equipment). Such facilities should be accessible from landscaped pedestrian walkways.
i. Paths and trees or other shade structures should be provided in areas where seating gathering, and/or similar passive areas are planned.
9.2 COMMERCIAL DESIGN GUIDELINES

The design and character of commercial buildings is critical to the community’s economic vitality. Thus, it is important that commercial buildings incorporate quality architecture and landscaping features to promote an inviting atmosphere for both retailers and local shoppers.

Like residential neighborhoods, commercial areas are strongly encouraged to be pedestrian-oriented. This includes pedestrian-scaled buildings, internalized parking lots, and a pedestrian network of sidewalks and trails. The following guidelines should be considered in reviewing development and redevelopment of commercial areas:

9.2.1 COMMERCIAL SITE DESIGN

a. Buildings should be located adjacent to the street in order to define the edge of the development and encourage pedestrian activity and access.
b. Buildings should be clustered to retain a pedestrian scale and walkable environment.
c. To encourage pedestrian activity, sidewalks should connect to adjacent residential neighborhoods and trails.
d. Off-street parking should be internalized (behind buildings) and shielded from residential neighborhoods and public spaces.
e. Loading facilities should not be located in highly visible and intensely traveled areas of a commercial development.
f. Strip mall designs should be avoided.

9.2.2 COMMERCIAL BUILDING FORM AND MASSING DESIGN GUIDELINES

a. Commercial buildings should be designed to accommodate changes in occupancy or use.
b. Commercial buildings should feature modulated building facades and variations in building height in order to provide visual interest and avoid monotony.
c. Corporate tenant architecture should be designed to fit the scale and character of Le Grand.
d. Buildings should be designed for viewing from all directions.
e. One or more of the following design strategies should be used to reduce the perceived height, bulk, and massing of building facades longer than 50’.

1. Variation in the wall plane (projection and recess);
2. Variation in wall height; and/or
3. Roofs located at different levels.
9.2.3 COMMERCIAL BUILDING ELEMENTS AND ARTICULATION DESIGN GUIDELINES

a. Individual tenant buildings should provide variable roof forms.

b. One or more of the following methods should be incorporated in the commercial building entrance design:

1. A change in wall/window plane
2. Wall articulation around the door and projecting beyond the door
3. Placement of art or decorative detailing at the entry
4. A projecting element above the entrance
5. A change in material or detailing
6. Implementation of architectural elements such as flanked columns or decorative fixtures
7. Recessed doors, archways, or cased openings
8. A portico or formal porch projecting from or set into the surface
9. Changes in the roof line, a tower, or a break in the surface to the subject wall

c. Material changes should occur at intersecting planes to appear substantial and integral to the façade.

d. Reflective surfaces, polished metallic architectural features, and reflective (mirror) glass should be avoided to decrease the potential for glare to be a distraction to drivers or pedestrians.

e. Storefront windows, display cases, and other elements that provide visual interest to facades should be provided along the street edge.

9.2.4 COMMERCIAL UTILITARIAN DESIGN GUIDELINES

a. Roof mounted equipment should be shielded from direct public view through the use of parapets and similar architectural elements. They should be designed to appear as an integral part of the building and convey a sense of permanence.

b. Outdoor storage areas, including trash and recycling, should be located to the rear or sides of a building and should be screened from public view with walls, berms, and/or landscaping.

c. Trash enclosures and loading areas should be designed using similar materials and colors as the surrounding buildings within the project.

d. Exterior light fixtures shall employ low intensity lighting that is directed towards the ground to prevent spillover onto adjacent properties. Cut-off fixtures shall be used to minimize light above the vertical plane.
9.2.5 COMMERCIAL SIGNAGE DESIGN GUIDELINES

The following guidelines supplement Chapter 18.42, Sign Regulations in the Merced County Municipal Code:

a. A single development with multiple tenants should use a single (unifying) sign theme used throughout the center.
b. Redundant signs are not allowed. A proposed sign should serve specific view corridors that are not otherwise covered and avoid repetitious messages.
c. Signs should be well articulated, proportionate, and consistent with a building’s architecture, design, and finish.
d. Large signs that dominate a building façade should not be permitted.
e. The use of temporary signs that cover building facades and windows should be restricted to a level that does not conflict with community character and neighborhood aesthetics.

9.2.6 COMMERCIAL LANDSCAPING AND SCREENING DESIGN GUIDELINES

a. Landscaping areas should be utilized to screen parking areas, accent pedestrian areas, and soften walls of buildings.
b. Planting should be used to screen less desirable areas from public view, (e.g., trash enclosures, parking areas, storage areas, loading areas, public utilities, and mechanical equipment).
c. Benches, tables, pedestrian scaled lighting, water features, and public art should be incorporated to enhance the pedestrian environment.
d. Landscaping should incorporate a mix of trees, shrubs, and ground cover.
e. Parking areas should be landscaped with native and/or drought resistant vegetation.
9.3 MIXED-USE DESIGN GUIDELINES

The following guidelines should be considered in reviewing development of Mixed-Use areas:

9.3.1 MIXED-USE SITE DESIGN

a. Consistent with existing development, a zero building setback is required along Jefferson Street. Exceptions should be allowed if a pedestrian plaza or public seating area is proposed as part of a new development.

b. Loading and service areas for commercial uses should not be located within residential parking areas and should not block access ways for residential areas.

c. When residential properties are located directly adjacent or above commercial properties, loading and delivery facilities should be located to avoid noise and circulation conflicts and screened with mature vegetation and/or berms.

d. Horizontal mixed-use projects should incorporate recreation/open space amenities for residential units.

9.3.2 MIXED-USE BUILDING FORM AND MASSING DESIGN GUIDELINES

a. Building heights should be a minimum of two stories, with a maximum height of three stories.

b. Buildings should incorporate a minimum of 50 percent window coverage for street level frontages.

c. The use of blank, or unmodulated walls in any proposed building design is strongly discouraged.

d. Architectural styles should be consistent with the existing character of central Le Grand.

9.3.3 MIXED-USE BUILDING ELEMENTS AND ARTICULATION DESIGN GUIDELINES

a. The use of wood and brick as the main construction materials are encouraged. Concrete should be faced or treated to improve its appearance and the use of plastic and metal siding materials is discouraged.

b. The use of awnings and shade canopies for all properties fronting Jefferson Street is encouraged. Similarly, it is strongly recommended that these features be included for all non-residential developments proposed in the central Le Grand area.
c. Ornamental street lighting is strongly encouraged and should be installed at a pedestrian scale for added safety. Exterior light fixtures shall employ low intensity lighting that is directed towards the ground to prevent spillover onto adjacent properties. Cut-off fixtures shall be used to minimize light above the vertical plane.

d. All sides of buildings should receive appropriate enhancement through details, materials, colors, and finishes.

e. Adaptive reuse of existing unique, or potentially historic structures is strongly preferred to demolition. Where preservation is not possible, the applicant should propose a replacement building design that encompasses one or more similar design features to the original structure.

9.3.4 MIXED-USE SIGNAGE DESIGN GUIDELINES

a. Signs are subject to standards found in the Merced County Zoning Ordinance.

b. Sign design should be coordinated with building design and materials. Proposed sign design, color, size, and placement should be reviewed as part of any discretionary land use permit application.

c. Large signs that dominate a building facade should not be used.

d. Any secondary sign used by a business should be smaller than the main sign and oriented to passing pedestrians. Allowable signs may project from the side of a building, subject to the safe movement of pedestrians and vehicles.

e. The use of temporary signs that cover building facades and windows should be restricted to a level that does not conflict with community character and neighborhood aesthetics.

9.3.5 MIXED-USE UTILITIES AND PARKING

a. Shared parking facilities are strongly encouraged. The County encourages applicants to seek neighborhood or community-based solutions to parking capacity by entering into cooperative parking agreements that make available parking spaces usable by a range of different businesses.

b. Utilities should be placed underground.

9.3.6 MIXED-USE LANDSCAPING

a. Mixed-uses, when located on the same site and in separate buildings, should provide landscaped pedestrian walkways or multiuse paths to connect mixed-use structures and open spaces.

b. Landscaping should be used with other features to reduce potential visual, light, and glare conflicts.
9.4 **INDUSTRIAL DESIGN GUIDELINES**

The purpose of the Industrial land use designation is to generate economic and job opportunities for the community, characterized by clean and attractive surroundings. The following design guidelines will aid in the development of land designated as Industrial in Le Grand.

### 9.4.1 INDUSTRIAL SITE DESIGN

a. Buildings adjacent to residential units should be buffered by a minimum 20 feet wide landscape strip consisting of a combination of walls, berms, and native and/or drought resistant landscape.

b. Industrial projects should be designed to accommodate alternative transportation modes including walking, bicycling, and transit facilities.

c. Parking facilities should be located internally or screened from public view through the use of landscaping, berms, or fences.

d. Specialized, defined public outdoor spaces should be incorporated into the overall building and project design.

e. Pedestrian links should be provided between buildings on the same site, public open spaces, and parking areas and should be visually emphasized through the use of landscaping or trellis features, lighting, walls, and/or distinctive paving.

### 9.4.2 INDUSTRIAL BUILDING FORM AND MASSING DESIGN GUIDELINES

a. Buildings should have visibly interesting forms and a consistent architectural theme.

b. Buildings should complement the surrounding area and should incorporate appropriate building proportions, massing, materials, textures, and colors.

c. A variety of building designs are encouraged in order to support the appearance of a development being built out over time.

d. Long, unbroken, horizontal roof lines are discouraged. A roof line at the top of the structure should not run in a continuous plane for more than 50 feet without offsetting or jogging the roof plane by a minimum of 3 feet.
9.4.3  INDUSTRIAL BUILDING ELEMENTS AND ARTICULATION DESIGN GUIDELINES

a. Minimize the vertical emphasis of architectural design elements by incorporating features such as horizontal bands, reveals, trims, awnings, eaves, overhangs, or other ornamentation along different levels of the wall surface. Minimize blank walls by:

1. Adding window openings, entrances, and other relief
2. Changing color and texture along the wall surface
3. Varying the planes of the exterior walls in depth and/or direction
4. Adding trims, projections and reveals along different wall surfaces
5. Articulating the building façade by varying juxtaposition of building elements
6. Using natural materials such as brick and stone

b. Reflective surfaces, polished metallic architectural features, and reflective (mirror) glass should be avoided to decrease the potential for glare to be a distraction to drivers or pedestrians.

c. Site amenities, such as benches/dining areas, drinking fountains, shade structures/umbrellas, shade trees, and water features should be utilized at building entries, pedestrian walkways, and employee break areas.

9.4.4  INDUSTRIAL UTILITARIAN AND PARKING DESIGN GUIDELINES

a. To the maximum extent practical, roof mounted equipment (e.g. air conditioners, fans, vents, wireless equipment) should be screened by architectural elements such as parapets.

b. Transformers should be located underground where practical.

c. Utility equipment, including, but not limited to, electric and gas meters, electrical panels, cable boxes and junction boxes, should be located in a utility room within the building.

d. Where screening is required, a combination of elements should be used, including solid masonry walls, berms, and landscaping.

e. Trash and recycling enclosures should be consistent with the design of the project and building architecture. The same or similar materials should be used on the enclosure as the buildings.

f. Consider shared trash and recycling enclosures to minimize the visual impact.

g. Loading and storage areas should be screened from public view to the maximum extent possible.
Chapter Nine
COMMUNITY DESIGN

9.4.5 INDUSTRIAL SIGNAGE AND LIGHTING DESIGN GUIDELINES

a. Tenant sign design should be consistent with the architectural theme of the center or development.
b. Free standing signs should be limited to monument signs that complement the overall building design.
c. Exterior light fixtures shall employ low intensity lighting that is directed towards the ground to prevent spillover onto adjacent properties. Cut-off fixtures shall be used to minimize light above the vertical plane.
d. Parking facilities should be lighted and provide for the safety of both pedestrian and vehicular traffic.

9.4.6 INDUSTRIAL LANDSCAPING AND SCREENING DESIGN GUIDELINES

a. Use of landscaping along property lines and adjacent to buildings should be provided to help screen buildings, parking, storage, and loading operations.
b. Activities that might disturb neighbors should take place inside of a building. The types of uses that would occur outside of a building as permitted by the Municipal Code should be provided with walls and landscaping to screen outdoor storage and activities.
c. Landscaping can be used to soften the impact of large buildings and to screen loading and service areas.
Chapter Ten

ADMINISTRATION AND IMPLEMENTATION

The Le Grand Community Plan is the primary tool for the review and approval process for a development proposal (e.g., master plans, tentative subdivision maps, site plans, and improvement plans) within the Le Grand Community Plan area boundary (refer to Figure 1.2).

10.1 ADMINISTRATION PROCEDURES

The Merced County Community and Economic Development Department is responsible for interpretation of the goals, policies, and implementation actions provided in this Community Plan. These shall be utilized in conjunction with the County’s General Plan and Zoning Ordinance during the project review and approval process. Flexibility is permissible only if the overall goals and vision of the Community Plan are met. County departments are required to make their approvals and decisions consistent with the Le Grand Community Plan (e.g., public works to approve street sections and intersection geometrics).

10.1.1 ADMINISTRATIVE ADJUSTMENTS

The Community and Economic Development Director (Director) or designee may make revisions to correct typographical errors, misspellings, and format, along with minor word changes for the purpose of clarification that does not alter the intent or purpose of the goals, policies, and/or design guidelines. The Director (or designee) shall prepare a summary to inform the Planning Commission and Le Grand MAC on an annual basis of any changes made that year.

10.2 AMENDMENTS TO THE COMMUNITY PLAN

A Community Plan may be amended up to four times per calendar year (refer to Section 1.3 Authority) in the same manner as the County General Plan. Each amendment shall include sections or elements of the Community Plan that are affected by the change. Amendments shall be processed as a General Plan Amendment subject to the same restrictions imposed by State Law. Amendments to the Community Plan shall complete environmental review that is necessary to satisfy requirements of the California Environmental Quality Act (CEQA) as deemed necessary by Merced County Community and Economic Development staff.
10.3 LAND USE AND ZONING

The adoption of the Community Plan required portions of the Merced County Zoning Code to be updated in order to be consistent with the Community Plan. The County reviewed the Le Grand Community Plan for consistency with the Merced County General Plan and the Zoning Code. The County updated the General Plan and Zoning Code to reflect the adopted Le Grand Community Plan. These zoning changes occurred concurrently with the adoption of the Community Plan. Specific zoning ordinances reflecting the addition of Mixed-Use designations shall be developed to allow for those uses (refer to Chapter 4).

10.4 DEVELOPMENT PROCESS

Development of the Le Grand Community Plan area will occur through the process of subdividing land, as regulated by preparation of a Conditional Use Permit (CUP) application or the Subdivision Map Act (Government Code §66410 and County Zoning Code Section 17), and will be the principal means of residential development in the Community Plan area.

The development process will generally be the same as elsewhere in the County but will also include, in designated areas, Master Plans and/or infrastructure plans for the placement of parks, sewer, water, storm drainage, and other similar facilities and services, along with the funding mechanisms necessary to complete and maintain these facilities.

10.5 MASTER PLANS

The Le Grand Community Plan provides land owners and developers the option of proposing creative urban developments within the community plan boundary through preparation of a Master Plan. Figure 4.8 includes areas that require provision of a Master Plan. Other areas are optional. The Master Plan process applies to residential and non-residential uses and provides for some flexibility in approach that allows a developer to propose a unique vision for an area of the Community that is broadly consistent with this Community Plan. The following table (Table ) lists the required (minimum) elements that should be included in any Master Plan application proposed for property located within the Le Grand Planning Area. These requirements are in addition to the Master Plan Standards and Guidelines provided in the Merced County Zoning Ordinance.
Infrastructure plans shall be required for the orderly and timely development (refer to Figures 8.1-8.3) of backbone public facilities and services such as water, sewer, drainage, and detention basins, and other similar facilities. Infrastructure Master Plans shall be consistent with the Le Grand Community Plan’s goals, policies and implementation actions. These plans shall identify the necessary backbone infrastructure and identify cost associated with placement, maintenance, and other associated costs necessary for developers and should work closely with Merced County and Le Grand CSD in identifying and programming of needed infrastructure for development.

**TABLE 10-1 Required Master Plan Elements**

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Prepare a project description that includes the following (at a minimum)</td>
</tr>
<tr>
<td></td>
<td>• Description of project vision</td>
</tr>
<tr>
<td></td>
<td>• Description of the distribution of land uses</td>
</tr>
<tr>
<td></td>
<td>• Description of public/private amenities</td>
</tr>
<tr>
<td>2</td>
<td>Discuss conformance with Community Plan</td>
</tr>
<tr>
<td>3</td>
<td>Prepare a Land Use Plan</td>
</tr>
<tr>
<td></td>
<td>• Identify land uses and acres of each land use</td>
</tr>
<tr>
<td></td>
<td>• Identify residential density/product types</td>
</tr>
<tr>
<td></td>
<td>• Identify number of residential lots/units</td>
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<tr>
<td></td>
<td>• Identify parks/acreage</td>
</tr>
<tr>
<td></td>
<td>• Identify non-residential square footage</td>
</tr>
<tr>
<td>4</td>
<td>Prepare a Zoning Plan</td>
</tr>
<tr>
<td>5</td>
<td>Prepare a Circulation Plan</td>
</tr>
<tr>
<td></td>
<td>• Identify street layout and classification</td>
</tr>
<tr>
<td></td>
<td>• Prepare pedestrian and bicycle circulation plan(s)</td>
</tr>
<tr>
<td></td>
<td>• Identify project frontage improvements to existing streets (if necessary)</td>
</tr>
<tr>
<td></td>
<td>• Identify off-site circulation improvements (if necessary)</td>
</tr>
<tr>
<td>6</td>
<td>Prepare an Infrastructure Plan</td>
</tr>
<tr>
<td></td>
<td>• Prepare water plan</td>
</tr>
<tr>
<td></td>
<td>• Prepare wastewater plan</td>
</tr>
<tr>
<td></td>
<td>• Prepare drainage plan</td>
</tr>
<tr>
<td>7</td>
<td>Prepare a Phasing Plan</td>
</tr>
<tr>
<td>8</td>
<td>Prepare a Financing Plan</td>
</tr>
</tbody>
</table>

**10.6 INFRASTRUCTURE MASTER PLANS**

Infrastructure plans shall be required for the orderly and timely development (refer to Figures 8.1-8.3) of backbone public facilities and services such as water, sewer, drainage, and detention basins, and other similar facilities. Infrastructure Master Plans shall be consistent with the Le Grand Community Plan’s goals, policies and implementation actions. These plans shall identify the necessary backbone infrastructure and identify cost associated with placement, maintenance, and other associated costs necessary for developers and should work closely with Merced County and Le Grand CSD in identifying and programming of needed infrastructure for development.
**10.7 FEES**

Fees shall be established by the County to mitigate costs associated with new growth. Other fees shall be updated in order to implement the necessary infrastructure improvements to road right-of-ways and other improvements. The following fees shall be established or amended:

a. The Le Grand Bridge and Thoroughfare Plan Fee shall be amended to reflect community wide projects that are necessary to implement the Community Plan and mitigate potential environmental effects.

b. Establish a fire facilities and law enforcement impact fee for new residents to ensure appropriate levels of service are maintained.

c. Establish a landscape and lighting district, or other comparable district or financing mechanism within neighborhoods to pay for increase services.

**10.8 NONCONFORMING USES**

Nonconforming uses may occur as a result of this Community Plan update. The intent is to allow existing uses to remain as they are until one of the following conditions occurs:

a. A nonconforming use may not be intensified.

b. A building which contains a nonconforming use may not be enlarged in area or height.

c. The nonconforming use may not be expanded within an existing building by adding dwelling units, bedrooms, or making modifications to a residential or non-residential building to otherwise increase its occupancy.

d. A building which contains a nonconforming use may perform a repair, exterior remodel, or rehabilitation of existing building (no addition).

e. Change of management, ownership, or tenancy of a nonconforming use shall not affect its nonconforming status so long as it is in operation pursuant to F below.

f. When a nonconforming use has not continued to be in operation for a consecutive period of six months or for an intermittent period totaling one year over a span of 24 months, the nonconforming use is deemed abandoned and it terminates the right to operate. This includes a use for which a Conditional Use Permit was previously granted which is now nonconforming and has been abandoned. In this instance the use approved under Conditional Use Permit terminates the right to operate and the Conditional Use Permit is deemed revoked by abandonment.

g. Once converted to a conforming use, a nonconforming use shall not be reestablished.
10.9 COMPREHENSIVE COMMUNITY PLAN UPDATE

The Le Grand Community Plan has a planning horizon of 2038. If projected growth rates are exceeded during this time period, it may need to be updated to respond to community growth prior to the year 2038. A comprehensive update of the Le Grand Community Plan shall be necessary when at least two of the following criteria occur:

a. The population of the Le Grand Community Plan Area exceeds 3,000 residents or;
b. 80% of the Community Plan area has been built out; or
c. The Community Plan area expands by over 50 acres; or
d. Land use designations have been amended by 10% of the total Community Plan area acreage.

If the above criterion does not occur, a comprehensive update should be initiated by the year 2036 to ensure that an updated Le Grand Community Plan is adopted by 2038.

10.10 IMPLEMENTATION PROGRAM

Table 10-2 contains a summary of Implementing Actions developed to carry-out the implementation of the Community Plan over the course of 20 years. In addition, the priority and responsible implementing agency have been identified for each Implementing Action. The Community and Economic Development Department in conjunction with the Le Grand MAC should review the Implementing Actions on an annual basis to advance Community Plan goals and policies.
## TABLE 10-2 Implementation Action Plan

<table>
<thead>
<tr>
<th>Implementing Actions</th>
<th>Priority</th>
<th>Responsibility</th>
<th>Annual/Ongoing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Plan and Land Use Consistency</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>LU-1 Update the General Plan to be consistent with the Updated Community Plan and Land Use Plan Map.</td>
<td>1</td>
<td>CED</td>
<td>-</td>
</tr>
<tr>
<td>Neighborhood Rehabilitation Program</td>
<td></td>
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</tr>
<tr>
<td>LU-2 Prepare, in conjunction with local non-profits and businesses, a neighborhood rehabilitation program for the improvement of existing substandard or nonconforming residences as well as the demolition of severely dilapidated or abandoned homes.</td>
<td>2</td>
<td>CED</td>
<td>-</td>
</tr>
<tr>
<td>Commercial Rehabilitation Program</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>LU-3 Identify the minimum rehabilitation requirements for existing site/building to allow for continued processing of discretionary permit applications.</td>
<td>1</td>
<td>CED</td>
<td>-</td>
</tr>
<tr>
<td>Economic Development</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>LU-4 Organize a “red team” and/or business leaders that can meet with new business prospects about Le Grand’s business climate.</td>
<td>2</td>
<td>CED</td>
<td>MAC</td>
</tr>
<tr>
<td>LU-5 County staff or designated appointee should represent Le Grand at state and regional ICSC events, and at other meetings with retail business prospects to promote commercial development along Santa Fe Avenue, Le Grand Road, and Jefferson Street.</td>
<td>1,2,3</td>
<td>CED</td>
<td>MAC</td>
</tr>
<tr>
<td>Standardized Parking Agreements</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LU-6 Create standardized reciprocal customer parking agreements for use by new retail and service businesses within Mixed-Use designated areas.</td>
<td>1</td>
<td>CED</td>
<td>D</td>
</tr>
<tr>
<td>Master Plan</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>LU-7 Within a Master Plan area, the land use designations provided in the adopted land use plan (Figure 4.1) may be dispersed in an alternative manner. Any Master Plan design that proposes significant changes to the type, range, and acreage of land uses within its boundaries shall demonstrate its consistency with applicable Community Plan goals and policies.</td>
<td>1,2,3</td>
<td>CED</td>
<td>D</td>
</tr>
</tbody>
</table>

### Number and Letter Codes

<p>| Priority | | | |
|----------| | | |
| 1 = 2019-2021 | 2 = 2022-2027 | 3 = 2028-2038 | |
| Responsibility | | | |
| CED = Community and Economic Development, PW = Public Works, SD = School District, PR = Parks and Recreation, MAC = Le Grand Municipal Advisory Committee, D = Developer, MCT = Merced County Transit | | | |</p>
<table>
<thead>
<tr>
<th>Implementing Actions</th>
<th>Priority</th>
<th>Responsibility</th>
<th>Annual/Ongoing</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Street Improvements</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIR-1 Work with Public Works to identify a program and schedule to maintain</td>
<td>1,2,3</td>
<td>PW</td>
<td>0</td>
</tr>
<tr>
<td>adequate levels of service and pavement conditions on public roads.</td>
<td></td>
<td>CED</td>
<td></td>
</tr>
<tr>
<td>CIR-2 Study the intersection of Le Grand Road with Santa Fe Avenue to determine</td>
<td>1,2</td>
<td>PW</td>
<td>0</td>
</tr>
<tr>
<td>if an alternate alignment and traffic control device is appropriate.</td>
<td></td>
<td>CED</td>
<td></td>
</tr>
<tr>
<td>CIR-3 Create Bridge and Major Thoroughfare fee program to ensure new development</td>
<td>1,2</td>
<td>PW</td>
<td>0</td>
</tr>
<tr>
<td>pays its fair share of community circulation improvements.</td>
<td></td>
<td>CED</td>
<td></td>
</tr>
<tr>
<td><strong>Approved Trees List</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>CIR-4 Ensure compliance with Model Water Efficient Landscape Ordinance (MWELO),</td>
<td>1</td>
<td>PW</td>
<td>-</td>
</tr>
<tr>
<td>when utilizing landscape strips in new and/or reconstructed roadways.</td>
<td></td>
<td>CED</td>
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</tr>
<tr>
<td><strong>Traffic Calming Measures</strong></td>
<td></td>
<td></td>
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<tr>
<td>CIR-5 Implement traffic calming measures, such as bulbouts, striped pedestrian</td>
<td>1,2,3</td>
<td>PW</td>
<td>0</td>
</tr>
<tr>
<td>crossings, and traffic tables, along Le Grand Road, Jefferson Avenue, and Santa</td>
<td></td>
<td>CED</td>
<td></td>
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<tr>
<td>Fe Avenue.</td>
<td></td>
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<tr>
<td><strong>Bicycle Facilities</strong></td>
<td></td>
<td></td>
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<tr>
<td>CIR-6 Incorporate striped bicycle lanes on the existing public roadways of Santa</td>
<td>2</td>
<td>PW</td>
<td>0</td>
</tr>
<tr>
<td>Fe Avenue, Le Grand Road, and Jefferson Street.</td>
<td></td>
<td>CED</td>
<td></td>
</tr>
<tr>
<td>CIR-7 Incorporate enhanced “green” bike lanes near areas likely to have high</td>
<td>1,2</td>
<td>PW</td>
<td>0</td>
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<tr>
<td>ridership and conflict with vehicles such as schools.</td>
<td></td>
<td>CED</td>
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<tr>
<td><strong>Bike Racks</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>CIR-8 Develop requirements for businesses to provide bike racks.</td>
<td>1</td>
<td>CED</td>
<td>-</td>
</tr>
<tr>
<td>CIR-9 Work with service organizations to provide bike racks at key locations</td>
<td>1,2,3</td>
<td>CED</td>
<td>0</td>
</tr>
<tr>
<td>within Le Grand.</td>
<td></td>
<td>MAC</td>
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<tr>
<td><strong>Bike Lockers and Showers</strong></td>
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<tr>
<td>CIR-10 Develop incentives for businesses to provide bike lockers and showers.</td>
<td>1</td>
<td>CED</td>
<td>-</td>
</tr>
</tbody>
</table>

**Number and Letter Codes**

Priority: 1 = 2019-2021, 2 = 2022-2027, 3 = 2028-2038

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<tr>
<td><strong>Pedestrian Facilities</strong></td>
<td></td>
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<tr>
<td>CIR-11</td>
<td>Prepare a sidewalk prioritization plan to determine where, when, and how sidewalks should be improved.</td>
<td>1</td>
<td>PW, LGSD</td>
</tr>
<tr>
<td><strong>Sidewalk Obstacles</strong></td>
<td></td>
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<tr>
<td>CIR-12</td>
<td>Eliminate or relocate sidewalk obstacles such as telephone poles, street lights, curb-cuts, poorly aligned street furnishings, and irrigation control boxes.</td>
<td>1,2,3</td>
<td>PW</td>
</tr>
<tr>
<td><strong>Transit Routes Analysis</strong></td>
<td></td>
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<tr>
<td>CIR-13</td>
<td>Analyze existing community transit routes and stops to ensure proper location adjacent to high activity land uses, community trails, and other bicycle facilities.</td>
<td>1</td>
<td>PW</td>
</tr>
<tr>
<td><strong>Truck Bypass</strong></td>
<td></td>
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<tr>
<td>CIR-14</td>
<td>Monitor truck traffic volumes along Le Grand Road to determine if a bypass is warranted. Alternatively, identify a designated truck route.</td>
<td>1,2,3</td>
<td>PW</td>
</tr>
<tr>
<td><strong>Railroad Crossings</strong></td>
<td></td>
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<tr>
<td>CIR-15</td>
<td>Work with BNSF to improve railroad crossings at Le Grand Road, Jefferson Street, and Cunningham Road to allow for enhanced pedestrian and bicycle access across the tracks.</td>
<td>1,2,3</td>
<td>PW</td>
</tr>
<tr>
<td><strong>Park Fixtures</strong></td>
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<tr>
<td><strong>Number and Letter Codes</strong></td>
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<tbody>
<tr>
<td><strong>OSC-1</strong> Work with local and national businesses, individuals (including artists), and service organizations for the donation and/or in-kind donation of park fixtures.</td>
<td>1,2,3</td>
<td>PR, PW</td>
<td>CED, MAC</td>
</tr>
<tr>
<td><strong>Agricultural Resources</strong></td>
<td></td>
<td></td>
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<tr>
<td>OSC-2 Provide a 200-foot wide minimum buffer between new residential development within the Plan Area and agricultural land outside of the Plan Area. The buffer could include setbacks for habitable buildings to agriculture, an open space corridor, and/or physical improvements such as road, and/or canal.</td>
<td>1,2,3</td>
<td>CED</td>
<td>D</td>
</tr>
<tr>
<td><strong>Biological Resources</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OSC-3 Projects over 1 acre in size and/or that would remove or rehabilitate an existing building shall conduct preconstruction survey as indicated in the Le Grand Community Plan Mitigation Monitoring and Reporting Program.</td>
<td>1,2,3</td>
<td>D</td>
<td>CED</td>
</tr>
<tr>
<td><strong>Cultural Resources</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OSC-4 The County of Merced shall undertake an inventory of historic resources in the Le Grand Community Plan Area to determine and map sites, buildings, or structures of federal, state, or local significance.</td>
<td>2,3</td>
<td>CED</td>
<td>-</td>
</tr>
<tr>
<td>OSC-5 The County of Merced shall promote, assist, and/or facilitate the registration of qualified historic sites, buildings or structures in the National Register of Historic Places, State Register of Historic Resources and/or inclusion in the California Inventory of Historic Resources.</td>
<td>1,2,3</td>
<td>CED</td>
<td>-</td>
</tr>
<tr>
<td>OSC-6a Prior to completion of a historic resource inventory, projects that may involve the remodeling, demolition of buildings, or structures 45 years or older shall be evaluated by a qualified professional for historic significance and recommendations prior to approval.</td>
<td>1,2,3</td>
<td>CED</td>
<td>-</td>
</tr>
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<td><strong>OSC-6b</strong></td>
<td>1,2,3</td>
<td>CED</td>
<td>0</td>
</tr>
<tr>
<td>Buildings and structures determined to be of historic significance shall be preserved to the extent practical. The property shall be preserved on site, and recommendations of an architectural historian to ensure maintenance of its historic significance shall be implemented. Renovation of the property shall follow Secretary of the Interior Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, and incorporate adaptive reuse practices.</td>
<td></td>
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<tr>
<td><strong>OSC-7</strong></td>
<td>1,2,3</td>
<td>CED</td>
<td>0</td>
</tr>
<tr>
<td>If preservation proves impractical, the property shall be recorded with Secretary of Interior standards prior to demolition.</td>
<td></td>
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<tr>
<td><strong>OSC-8</strong></td>
<td>1,2,3</td>
<td>CED</td>
<td>0</td>
</tr>
<tr>
<td>The County of Merced shall consult with the local Native American community during preparation of the Community Plan and during review of subsequent development projects that would require amendment to the Community Plan, or that could affect sacred lands and/or Native American sites, pursuant to State law.</td>
<td></td>
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<tr>
<td><strong>OSC-9</strong></td>
<td>1,2,3</td>
<td>CED</td>
<td>0</td>
</tr>
<tr>
<td>If human remains are discovered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings regarding their origin and disposition pursuant to Public Resource Code Section 5097.98. If the Coroner determines that no investigation of the cause of death is required, and if the remains are of Native American origin, the Coroner will notify the Native American Heritage Commission, which in turn will inform a most likely descendant. The descendant will then recommend to the landowner appropriate disposition of the remains and any other grave materials.</td>
<td></td>
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<tr>
<td><strong>Noise Reduction</strong></td>
<td></td>
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<td></td>
</tr>
<tr>
<td><strong>N-1</strong></td>
<td>1</td>
<td>CED</td>
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<tr>
<td>Work with Law Enforcement to enforce vehicle code regulations for excessive exhaust and engine noise.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>N-2</strong></td>
<td>1</td>
<td>CED</td>
<td>MAC</td>
</tr>
<tr>
<td>Work with commercial use owners and operators within the community to develop operational strategies and practices that minimize excessive noise during late night and early morning hours.</td>
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### Cultural Resources (Continued)

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<td><strong>OSC-9</strong></td>
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<th>Lead</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>N-3 Conduct noise study along Le Grand Road to determine noise impacts of trucks and/or motor vehicles.</td>
<td>1</td>
<td>CED</td>
<td>PW</td>
<td></td>
<td>0</td>
</tr>
</tbody>
</table>

### Public Facilities and Services Provision

| PFS-1 Require financing of infrastructure improvements to be the responsibility of the project proponents requesting development of vacant and undeveloped parcels. | -        | CED            | D               | 0    |         |
| PFS-2 Collaborate with the Community Service District, School District, Irrigation District, County and State agencies to provide timely and proactive provision of important public facilities and services within the community. | 1,2,3    | PW             | CED             | 0    |         |

### Street Lighting

| PFS-3 Design and install additional street light fixtures along all streets if/when they are retrofitted. | 1,2,3    | PW             | D               | 0    |         |
| PFS-4 Replace existing street lights with LED light bulbs. | 1        | PW             | -               | 0    |         |

### Powerlines

| PFS-5 Locate powerlines/utility lines underground. | 1,2,3    | PW             | D, CED          | 0    |         |

### Water Supply and Distribution

| PFS-6 Work with the Le Grand Community Services District to ensure sufficient water supply and distribution capacity to support the location and expansion of new land uses within the community. | 1        | CED            | PW              | 0    |         |

### Water Supply and Distribution (Continued)

| PFS-7 Work with the Le Grand Community Services District to conduct water conservation workshops that include information on plumbing fixtures and maintenance, sound landscape and irrigation techniques, and low-impact development. | 1,2,3    | CED            | MAC             | A    |         |

### Wastewater

| PFS-8 Work with the Le Grand Community Services District to identify the existing treatment capacity of the wastewater facility and construct expansion to accommodate new development. | 1        | PW             | CED             | A    |         |

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<tr>
<td><strong>Fire Facilities and Law Enforcement Impact Fees</strong></td>
<td></td>
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<tr>
<td>PFS-9</td>
<td>Establish a law enforcement impact fee for new development to ensure appropriate levels of service are maintained by the Sheriff’s Departments within the community.</td>
<td>1</td>
<td>CED</td>
</tr>
<tr>
<td><strong>Street Trees</strong></td>
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<tr>
<td>CD-1</td>
<td>Ensure new development provides street trees that provide shade coverage.</td>
<td>1,2,3</td>
<td>CED</td>
</tr>
<tr>
<td><strong>Street Furnishings</strong></td>
<td></td>
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</tr>
<tr>
<td>CD-2</td>
<td>Require new development fronting onto Le Grand Road, Santa Fe Avenue, and Jefferson Street to provide or contribute towards the purchase of new street furnishings.</td>
<td>1,2,3</td>
<td>CED</td>
</tr>
<tr>
<td><strong>Gateway Landscaping</strong></td>
<td></td>
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<tr>
<td>CD-3</td>
<td>Enhance landscaping at gateway locations identified on Figure 4.1, Circulation Plan.</td>
<td>1,2,3</td>
<td>CED</td>
</tr>
<tr>
<td><strong>Gateways</strong></td>
<td></td>
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</tr>
<tr>
<td>CD-4</td>
<td>Ensure new development at gateway locations provides opportunities for community gateway features.</td>
<td>1,2,3</td>
<td>CED</td>
</tr>
<tr>
<td><strong>Branding</strong></td>
<td></td>
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</tr>
<tr>
<td>CD-5</td>
<td>Establish and design a logo for Le Grand for incorporation on street signs, gateways, and public monuments.</td>
<td>2</td>
<td>CED</td>
</tr>
<tr>
<td><strong>Wayfinding</strong></td>
<td></td>
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</tr>
<tr>
<td>CD-6</td>
<td>Develop and install a wayfinding signage program to direct residents and visitors to key destinations throughout the community.</td>
<td>2</td>
<td>CED</td>
</tr>
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MASTER PLAN AREAS

Master Plan areas 1 and 3 as described in the Le Grand Community Plan are anticipated to accommodate new residential infill in the western part of the community.

A network of streets and blocks should be encouraged to achieve:

- Multiple connections between Le Grand Road and existing neighborhoods;
- Through connection of Truman Avenue to Le Grand Road;
- An east-west bicycle/parkway connection that connects existing neighborhoods and bike facilities along Santa Fe to new development areas; and
- Coordinated frontage along Le Grand with front-facing houses behind a landscaped multiuse path.
THOROUGHFARES AND CIVIC SPACES

The HDR parcel (Master Plan Area 3) can be subdivided into a network of streets and blocks with a principal east-west avenue.

- Potential opportunities for a land swap with existing County Park at Jefferson Street and Le Grand Road to create street-facing frontage and shift park amenities out into the neighborhood; and
- Bicycle and pedestrian connections along New Avenue as part of a larger east-west system.

BUILDING TYPES

- Provide a mix of building types (middle missing housing; see next image);
- Higher intensity apartment buildings at key nodes (Jefferson Street and Le Grand), New Street, and New Avenue;
- Potential ground floor active uses (retail, service, civic) at Jefferson and Le Grand; and
- Mansion apartments along Le Grand Road.

FIGURE A.2
MASTER PLAN AREA 3
FIGURE A.3
MASTER PLAN AREA 3

FIGURE A.4 MISSING MIDDLE HOUSING
INTERSECTIONS

Improvements to key intersections in the community can help to improve pedestrian safety, enhance gateways, and promote wayfinding. The key intersections are:

- Le Grand Road and Jefferson Street;
- Jefferson Street and Santa Fe Avenue;
- Le Grand Road and Santa Fe Avenue; and
- Jefferson Street and Washington Street.

FIGURE A.5
KEY INTERSECTIONS
LE GRAND AND JEFFERSON

Provide curb extension at the southwest corner. This is an opportunity to shorten the crossing distance for pedestrians and expand the park/plaza space at the corner.

JEFFERSON AND SANTA FE

Provide curb extensions, high contrast crosswalks, striped Class II bicycle lanes and 1 side of on-street parking along Santa Fe Avenue.
**LE GRAND AND SANTA FE**

This is an opportunity to square off both intersections to allow safer turning movements and to reduce the east-west crossing distance.

**FIGURE A.8**
INTERSECTION AT LE GRAND AND SANTA FE

**JEFFERSON AND WASHINGTON**

The underutilized space along this wide street could be an opportunity for the community to rethink this space to create a civic plaza in the heart of Le Grand as part of a larger “downtown revitalization” project.

**FIGURE A.9**
INTERSECTION AT JEFFERSON AND WASHINGTON
The half-block on the south side of Jefferson between Washington and the midblock alley would be a perfect location for a coordinated facade and streetscape rehabilitation in coordination with a new plaza.
LE GRAND ROAD

Le Grand Road can have a landscaped tree verge along the north side with a multiuse path and generous setback with coordinated residential frontages facing the roadway. Rear-facing subdivisions and sound walls should be avoided.

FIGURE A.12 PROPOSED STREETSCAPING ON LE GRAND ROAD